

# The Hongkong Telegraph.

WEATHER FORECAST.  
FAIR.

(ESTAB 1811) 1881  
Copyright, 1912 by the Proprietor.

January 8th, 1912, Temperature a.m. 58, p.m. 56; Humidity...80.

January 7th, 1911, Temperature a.m. 60, p.m. 59; Humidity...77, 74.

No. 8679

號一十月壹拾年三統宣

TUESDAY JANUARY 9 1912

二拜禮 號九月正英港香

856 THE ARCADE  
SINGAPORE CORN 10 CORN.

## TELEGRAMS.

### THE NAVY.

#### WARM APPROVAL.

[Service To The "Telegraph."]  
Bombay, Jan. 9, 7.50 a.m.

The announcement regarding the Naval War Staff has been cordially received in service circles.

The Navy League warmly supports the new arrangement and says it will greatly assist in the consolidation of the Imperial Defence scheme and will bring it to a higher level than it has ever reached.

The Maritime League also welcomes the new body, but thinks it must possess authority in regard to strategical matters.—Rout.

#### PRESS PRAISES.

Via Durban, Jan. 8, 10.10 a.m.

Though there are some criticisms, the details of the Naval war staff are heartily applauded by the papers. Even the "Morning Post," which offers the most criticism, concluded by stating it is a susceptible improvement, but even as it stands, the Operations division is the most important addition to the Admiralty since the great war a century ago.

#### CLOSE CO-OPERATION.

Bombay, Jan. 8, 9.25 a.m.

Mr. Churchill's Memorandum sets forth that the First Sea Lord is the executive officer in active control of the daily fleet movements who requires, like a general in the field, to have at his disposal the Chief of Staff. The Divisions will be of equal status, each under the Director, who will usually be a captain. The Chief of Staff will be enjoined to hold frequent meetings with the heads of the three Divisions. The functions of the War Staff will be advisory. It discharges no administrative duties, and its responsibilities end with tendering advice and the accuracy of the facts whereon the advice is based. There must be close and whole-hearted co-operation between the War Staff and the General Staff of the Army.

of these arrangements will secure a body of officers afloat and ashore whose aptitude for staff duties will have been systematically trained, and place the First Sea Lord in a position where he can decide and advise on ground issues without being burdened with undue detail with every assurance that no detail has been neglected.

## TELEGRAMS.

### THE NAVY.

#### TRAINING STAFF.

The Memorandum emphasises the special necessity of a special Training Staff for the purpose of giving a special course of training at the War College, and states that it will be an essential part of the new arrangements that candidates for the staff shall be selected from volunteers among Lieutenants of suitable seniority, as well as officers of other branches throughout the Services. Those who pass the necessary examinations at the War College will be eligible for appointments either to the Admiralty or the staff of flag officers afloat. In all cases, regular periods of sea-going duty will alternate with the other duties of the staff officers in order that they should keep up the necessary standard as practical sea officers. The personnel of the staff at first will necessarily consist of officers who had not received the new staff training, and a certain number who are suitably qualified will be appointed forthwith, and the actual work will begin shortly afterwards.

#### TRAINED OFFICERS.

Mr. Churchill concludes by saying that he hopes the result

#### NEW APPOINTMENTS.

Captains Ballard and Jackson have been appointed directors of the Operations and Intelligence divisions of the Naval war staff.—Rout.

#### EAST INDIES SQUADRON.

Via Bombay, Jan. 7, 9.25 a.m.  
Admiral Bethell succeeds Admiral Slade in command of the East Indies Squadron.—Rout.

## TELEGRAMS.

### THE REVOLUTION.

#### A DEADLOCK.

[Service to the "Telegraph."]  
Durban, Jan. 9, 12 a.m.

Rout's correspondent at Peking states that the armistice has not been renewed and negotiations are at a deadlock.

#### PICHED BATTLE WANTED.

The Government expects and hopes that the revolutionaries will move northward and thus provide an opportunity for a pitched battle, as owing to want of funds the Government is unable to send southward a sufficient force to secure victory.

#### SIDE-TRACKING TRAFFIC.

The merchants of Tientsin complain that the Imperialists are needlessly side-tracking goods traffic, and they declare that the foreign trade of Tientsin is imperilled.—Rout.

#### STOREKEEPER MURDERED.

Shanghai, Jan. 8, 11.50 p.m.  
Mr. Folgate, a storekeeper at Mokanshan, a missionary sanatorium near Shanghai, has been murdered by robbers.

#### RUSSIA'S MOVE.

Bombay, Jan. 9, 7.50 a.m.  
Rout's correspondent at Peking says that Russia has notified China that the latter must recognise the independence of Outer Mongolia, so far as internal affairs are concerned, under the dignity of the Lamaite Church who was recently proclaimed the autocratic sovereign at Uiga.

#### RESTRICTED POWERS.

Russia will assist the Mongolians in the maintenance of order and to construct a railway from Kiatka to Uiga. Henceforth China will not be permitted to maintain troops nor Colonies in Outer Mongolia, but the external affairs will be permitted to remain in China's hands.

China has not yet replied to the communication.

## TELEGRAMS.

### THE REVOLUTION.

#### SUN'S MANIFESTO.

[Service to the "Telegraph."]  
Bombay, Jan. 9, 7.50 a.m.

Discussing the Chinese revolution the "Times" remarks that Sun Yat-sen's curious manifesto does not bring matters any nearer a practical solution and excludes a pacific compromise.

#### BRITAIN'S DESIRE.

The sole wish of Britain, it remarks, is to have re-established in China, as speedily as possible, a form of Government both stable and progressive, and it is a matter of absolute indifference to Britain what that form of government may be.

#### THE "TIMES" DOUBTS.

Nevertheless the "Times" cannot help doubting whether the republicans, for all their Western education can succeed in setting up a form of Government, alien to the most deep-rooted prejudices and traditions of the Chinese nation.

#### FOREIGN MOVE JUSTIFIED.

The "Times" welcomes the foreign occupation of the Peking railway which is authorised by the Protocol of 1901 and is justified by the uncertainties of the situation.—Rout.

#### A NEW GOVERNOR.

##### GENERAL.

Shanghai, Jan. 8.  
Chang Tai-yun has telegraphed to Dr. Sun Yat-sen that To Wan-hing has been elected Governor-General of the Chekiang Province.

#### CABINET BUILDINGS.

Wong Hing and Chui Sin-ching have jointly inspected the site of the last exhibition in Nanking, and have proposed to erect new buildings thereon for the use of the Cabinet.

##### QUANGES.

The Provincial Assembly at Nanking has been transformed into a senate advisory council, and the College of Teaching has been turned into offices for the Board of Education. The Military College is now used by the Army.—"Shan Po."

## TELEGRAMS.

### THE REVOLUTION.

#### WOMANHOOD SUFFRAGE.

Lam Chung-so, a womanhood suffragist, has asked the new President that the franchise may be extended to women. Her request has been granted.

#### PROVISIONS RUNNING SHORT.

General Chang Fun of the Imperialist troops has reported to H.E. Yuan Shih-kai that the provisions of the revolutionaries are becoming exhausted. He suggests that the present affords an opportunity which should not be lost—of sending 300,000 troops southward.—"Sheng Po."

#### ARGENTINE RAILWAYS.

##### GENERAL STRIKE.

[Service to the "Telegraph."]  
Durban, Jan. 8, 9.15 p.m.  
A general railway strike in the Argentine is preventing transportation of the wheat crop which should have begun this week.—Rout.

#### UNLUCKY ORION.

##### ANOTHER ACCIDENT.

[Service to the "Telegraph."]  
Via Durban, Jan. 8, 10.10 a.m.  
During a strong tide, H.M.S. Revenge broke her moorings at Portsmouth. The harbour was crowded with ships on Christmas leave, and the Revenge crashed broadside on to H.M.S. Orion's bow, the vessel sustaining a large hole. There were no casualties. The Orion is apparently not seriously damaged, but she will probably be prevented from joining in the naval display on the King's return.—Rout.

#### RAILWAY DISASTER.

##### NINE KILLED.

[Service to the "Telegraph."]  
Via Bombay, Jan. 7, 9.25 a.m.  
Two trains collided at Condy near Paris. 9 passengers being killed and 17 injured.—Rout.

## TELEGRAMS.

### LABOUR TROUBLES.

#### SHIPYARD STRIKE.

[Service to the "Telegraph."]  
Bombay, Jan. 9, 7.50 a.m.  
Without awaiting the result of the conference on discharge notes the shipyard workers in Sunderland and elsewhere have struck without giving notice.

The trouble arose through the masters refusing to employ men except they produced discharge notes.

#### TEMPORARILY SETTLED.

Later.  
The strike has been temporarily settled pending further negotiations.—Rout.

#### TRIPOLI WAR.

##### HEAVY FIGHTING.

[Service to the "Telegraph."]  
Via Bombay, Jan. 8, 2 10 p.m.  
A strong force of Turks attacked the Italians who were constructing some outworks at Homs on Saturday, but were repulsed after three hours' fighting. Twenty-one Italians were wounded.—Rout.

#### PRESIDENT OR MISER.

##### Dr. Sun's Title.

The following is from the "China Press" of Jan. 4:—  
What is probably the first recognition of Dr. Sun Yat-sen as president of the Republic of China, by representatives of the foreign powers, is contained in to-day's issue of the Municipal Gazette in the form of a communication to Mr. H. De Gray, Chairman of the Municipal Council, from M. D. Siffert, Doyen of the Consular Body, as follows:  
Shanghai, Dec. 30, 1911.  
Sir,—I beg to inform you that at the request of President Sun Yat-sen I have this day issued a permit for the passing through the International Settlement on the first day of January, 1912, of three cavalry officers and eight bodyguards, mounted, with arms (See Hsing Bridge to Railway Station).  
The permit was for an escort for President Sun who was on his way to Nanking.  
But if he was accorded recognition as President by Consul-General Siffert, the Municipal Gazette is more conservative. The notice is headed "Departure of Revolutionary Leader," and the best the Gazette can do for President Sun in the way of a title is plain "Mister."

## TELEGRAMS.

### RUSSIA AND PERSIA.

#### MORE EXECUTIONS.

[Service to the "Telegraph."]  
Bombay, Jan. 8, 8 a.m.  
Rout's correspondent at Teheran states that on the order of Government a commission consisting of four Persians and the Belgian director of Customs, Mr. Mornard, has taken over Mr. Shuster's duties. Mr. Mornard is to act as provisional Treasurer-General.

Rout's correspondent at St. Petersburg says that the Russians at Tabriz have executed the chief of the Fidayi military organisation, his lieutenant and the two editors of a revolutionary paper.

#### MR. SMART SAFE.

Via Bombay, Jan. 7, 9.25 a.m.  
Mr. Smart, British Consul, has arrived at Shiraz accompanied by sowars.—Rout.

#### CANTON NEWS.

[The "Telegraph" Correspondent.]

Canton, 8, Jan.  
Dr. Sun Yat-sen, the President, has sent an address to the Governors-General of the various provinces, expressing the fear that he may not discharge his duties to the satisfaction of the people. He describes their success in freeing themselves from the "yoke of the Manchus" as an event unparalleled in history. He called upon his followers to dispense with racial prejudices and oppressions the hope that they would all work together in harmony as a united race should.  
Referring again to the Revolution, the President says that the foreigners are in sympathy with the movement and hoped that the Republic will not follow the bad example of the Manchus by entertaining any ill feeling towards them.

#### REPUBLIC OF CHINA.

##### Sun's Oath.

Telegrams from Nanking state that President Sun on assuming the Presidency of the Provisional Government took an oath reading as follows, or as near as can be rendered in English:—  
To overthrow the absolute oligarchic form of the Manchu Government; to consolidate the Republic of China; and to plan and bestow blessings for the people. I, Sun Wen, will faithfully obey the popular inclinations of the citizens, be loyal to the nation, and perform my duty in the interest of the public, until the downfall of the absolute oligarchic government has been accomplished, until the disturbances within the nation have disappeared, and until our Republic has been established as a prominent nation on this earth, duly recognized by all the nations. Then, I, Sun Wen, shall relinquish the office of Provisional President. I hereby swear this before the citizens.  
The first day of the first year of the Republic of China.



## Intimations

CIGARETTES  
BOUTON ROUGE

\$4.20 per 100

## FELUCCA

\$2.80 per 100

ENJOY THE LARGEST  
SALE IN EGYPT

For Sight Seeing in an Up-to-date

## MOTOR,

RING UP 1036.

THE EXILE MOTOR GARAGE.

Hongkong, 15th April, 1911.

## WEISMANN, LIMITED.

BAKERS

CONFECTIONERS

CATERERS

RESTAURANTEURS

14, Des Vœux Road Central.

Hongkong, 10th April, 1911.

NOW READY TO

OUR NEW O. B. BREW, manufactured exclusively from the finest  
Schenck Hops and German Malt by an Expert German Brewer. May be  
had from dealers or from the undersigned.

Ask for the NEW O. B. BREW.

ORIENTAL BREWERY, LTD., (Hongkong).

THE LEEDS FORGE  
CO., LTD., LEEDS.Specialists in the Manufacture of RAILWAY ROLLING STOCK  
of every description.Pioneers in the Design and Manufacture of  
PRESSED STEEL UNDERFRAMES and BOGIES and ALL  
STEEL RAILWAY WAGONS.The Undersigned have been appointed Sole Agents in  
Hongkong and China.THE TAIKOO DOCKYARD & ENGINEERING CO.,  
OF HONGKONG, LTD.Agents,  
BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1911.

KUHN  
AND  
KOMOR.  
Art Curio Dealers.INSPECTION INVITED  
A. KUHN,  
Proprietor.AERTEX  
CELLULAR.  
REGAL  
SHOESJ. T. SHAW,  
TAILOR  
and  
OUTFITTER.21, Hongkong Hotel Building,  
Queen's Road.POWELL'S  
FURNISHING  
DEPARTMENT.

Upholstery

EVERY DESCRIPTION

RE-COVERING  
and REPAIRS.LARGE STOCKS OF  
Tapestries,  
Velvets,  
Leathers, and  
Leathercloths.

REASONABLE PRICES.

PHONE 346.

William Powell,  
Limited.

Hongkong, 20th Oct., 1911.

## Intimations

ALL PRODUCTION RECORDS BROKEN FACTORY  
WORKING DAY AND NIGHT CONTRACTS LET  
FOR EXTENSION OF PLANT. Such is the  
tangible evidence of the unparalleled demand for

Visible Models 10 and

11. of the Remington

Typewriter.

SIEMSEN &amp; CO.

HONGKONG AND CANTON.

General Agents for the Remington Typewriter Co

REALLY GOOD  
SPECTACLESNo such a comfort to tired or strained eyes  
that their value cannot be over-estimated. If  
your eyes need glasses they should have the  
best you can get.

## THAT MEANS

- 1.—Careful anti-export examination;
- 2.—Precision in the making;
- 3.—The best of materials;
- 4.—Adjustment to a nicety.

All of the above we offer you. We invite  
comparison with the equipment of any  
optical establishment—anywhere. Torics,  
amber and other tinted lenses, mounted  
in gold, gold-filled, or other metals at lower  
cost. Our prices are reasonable. Our  
materials and workmanship are guaranteed.

## CHAMPAGNES

POMMERY AND GREN

BOLLINGER

GIESLER

DUC DE MONTEBELLO

IRROY

LANSON

PAUL DOMMIER

LOUIS, RENAU

Sole Agents,

CALDECK  
MAGREGOR & CO.

Hongkong, 13th December, 1911.

S.O.A.E.O.

FAR EAST OXYGEN AND ACETYLENE CO. LTD.

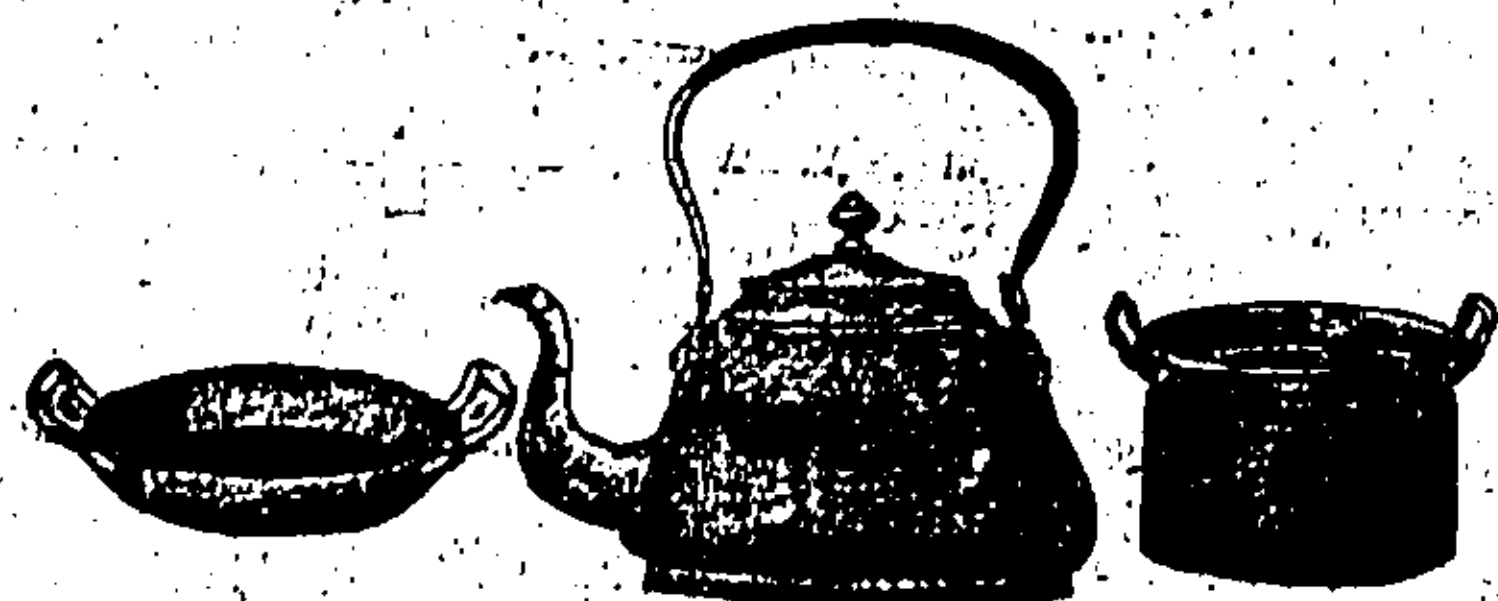
AUTOGENOUS WELDING.

Repair of boilers and hulls, welding of cracks.

Renewing of corroded plates by addition of metal.

Welding of broken pieces of any kind of metal.

OFFICE: St. George's Building, 2nd Floor, Telephone 1088.



PURE-ALUMINIUM

THE MOST HYGIENIC COOKING-UTENSILS.

NO RUST NO CHIPPING OF ENAMEL

VERY DURABLE

SAVE TIME AND FUEL

BRIGHT AND CLEAN.

VERY MODERATE PRICES. INSPECTION INVITED.

F. BLACKHEAD &amp; CO.

Diss Bros  
TAILORS

4 WYNDHAM STREET (Flower St.) ESTABLISHED 1880.

## Shipping—Steamers

HIRE LINE OF STEAMER,  
LIMITED.PROJECTED HOMEWARD SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

| For                         | STEAMERS.       | DATE OF DEPARTURE.  |
|-----------------------------|-----------------|---------------------|
| LONDON, Rotterdam & Antwerp | "DENBIGHSHIRE"  | 10th January, 1912. |
| LONDON, Amsterdam & Antwerp | "MONMOUTHSHIRE" | 23rd January, 1912. |
| LONDON & Antwerp            | "PEMBROKESHIRE" | 3rd February, 1912. |

All steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated midships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

For Freight or Passage, apply to  
JARDIN, MATHESON & CO., LD.  
AGENTS.

Hongkong, 8th January, 1912.

HONGKONG, CANTON, MACAO,  
AND

## WEST RIVER STEAMERS

JOINT SERVICE OF  
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.,  
AND THE CHINA NAVIGATION CO., LTD.,  
HONGKONG-CANTON LINE.  
HONGKONG TO CANTON CANTON TO HONGKONG  
TUESDAY, 9th JANUARY.  
10.00 p.m. "HONAM." 5.00 p.m. "KINSHAN."  
These steamers, carrying H.M. Mails, are the largest and fastest on  
the River. Special attention is drawn to the Superior Saloon and Cabin. Electric  
Fan in each Cabin.HONGKONG-MACAO LINE.  
S.S. "SUI TAI" Tons 1651 S.S. "SUI AN" Tons 1651  
HONGKONG TO MACAO.Week days at 8 a.m. & 2 p.m. from the Company's Wing Lok Street  
Wharf. Sunday at 9 a.m. & 12.30 p.m. from the Company's Wing Lok Street  
Wharf.MACAO TO HONGKONG.  
Week days at 7.30 a.m. and 12 p.m. Sunday, at 7.30 a.m. and 5 p.m.EXCURSION TO MACAO.  
SUNDAY, 14th JANUARY.  
The Company's Steamship,  
"SUI AN"will depart from the Company's WING LOK WHARF at 9 a.m. Departure  
from Macao at 5 p.m.N.B.—The Company will also have a steamer from Macao on Sunday,  
leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's  
Wing Lok Street Wharf.This steamer connects with the excursion steamer returning from Macao  
at 5 p.m.FARES AS USUAL.  
Further particulars may be obtained at the Office of the Company.CANTON-MACAO LINE.  
S.S. HOI-SANG, 457 Tons.  
Departures from Macao to Canton on Mon., Wednes., & Fri., at 9 p.m.  
Departures from Canton to Macao on Tues., Thurs., & Satur., at 4.10 p.m.JOINT SERVICE OF  
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-  
GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.CANTON-WUCHOW LINE.  
S.S. "SAINAM," 881 Tons, and "NANNING," 589 Tons  
One of the above steamers leaves Canton for Wuchow every Monday  
Wednesday and Friday at about 5 a.m., and the other leaves Wuchow for  
Canton on the same days at 8.30 a.m. Round trips take about 5 days.  
Passengers can return to Hongkong or vice versa by the Company's direct  
steamers "LINTAN" and "SANULI." These vessels have superior Cabin  
accommodation and are lighted throughout by electricity. Electric Fan in  
each Cabin.Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the office of theHONGKONG, CANTON & MACAO STEAMBOAT  
COMPANY, LIMITED.HOTEL MANSIONS (FIRST FLOOR),  
Opposite the Blake Pier.

[50]

EXHIBITION OF EXHIBITION  
TRANSFORMING AND DISTORTING  
MIRRORS.

At PEDDERS'S STREET—Opposite the Hongkong Hotel.

The most wonderful, mysterious and fascinating delusions ever seen in the  
Colony. The latest thing direct from London.Come and see yourself and your friends transformed, distorted and dis-  
torted into all sorts of extraordinary shapes before these famous MIRRORS, and do  
not forget to bring your camera with you so that you may secure a picture of  
your own portrait.PRICES OF ADMISSION:—Adults 50 Cents. Children 15 Cents.  
Hongkong, 4th January, 1912.HIRE LINE OF STEAMERS.  
NOTICE TO CONSIGNEES.S.S. "DENLAVER,"  
FROM LEITH, MIDDLESBRO',  
LONDON & STRAITS.CONSIGNEES of Cargo are hereby  
informed that all Goods are being  
landed at their risk into the hazardous  
and/or extra hazardous Godowns of the  
Hongkong and Kowloon Wharf and  
Godown Co., Ltd., whence and/or  
from the wharves delivery may be  
obtained.No Claims will be admitted after the  
Goods have left the Godown, and all  
Goods remaining undelivered after the  
18th inst. will be subject to sale.All claims against the steamer must  
be presented to the Undersigned on or  
before the 20th inst., or they will not  
be recognized.All broken, chafed, and damaged  
Goods are to be left in the Godown,  
where they will be examined on the  
18th inst. at 11 a.m.No Fire Insurance has been effected.  
Bills of Lading will be countersigned  
by the Undersigned.GIBB, LIVINGSTON & CO.  
Agents.

Hongkong, 6th Jan., 1912.

[51]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG  
AND SINGAPORE.

THE Steamship

"JAPAN,"

having arrived from the above ports,  
consignees of cargo are hereby informed  
that their goods will be delivered from  
alongside.Cargo impeding the discharge of the  
vessel will be landed at once, at con-  
signees' risk and expense.Cargo remaining on board after 4 p.m.  
of the 8th instant, will be landed at  
consignees' risk and expense.Consignees of Cargo from SINGA-  
PORE and PENANG are requested  
to take IMMEDIATE delivery of their  
goods from alongside, such cargo im-  
pending the discharge of the Vessel will  
be landed and stored at consignees' risk  
and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned  
by the Undersigned.

DAVID SASSOON &amp; CO., LTD.

Agents.

Hongkong, 6th Jan., 1912.

[52]

OUR  
CONTEMPORARIES.

WHAT THEY THINK.

China Mail.

Two Strange Obsessions.

We read in the "Harvard Alumni Bulletin" that football injuries this season "have been more serious than in any other year since the rules were revised; this statement applies not only to Cambridge, but also to New Haven and other places where football is played." There is, it insists, no satisfactory explanation for the increase in the hospital list. "It may be merely luck." But the ill-luck was very plain in the Princeton game, where the Harvard team was literally smashed up. Its best player, probably the best tackle in the country, had his arm broken near the shoulder. Two quarterbacks were disabled; one by a kick in the head which temporarily deranged him. As another quarterback had previously had his leg broken, the fourth quarterback in order of merit finished the game. Naturally, people ask what kind of game this is in which physical injuries in one contest can wreck a team so completely. President Eliot's sporting fling at the game, as he sailed for Europe, was that it is "worse than pugilism."

Daily Press.

Chinese Chronology.

There is no week amongst the Chinese in our conception of the term; and the Chinese hour is twice the length of ours. This want of definiteness as regards time is shown also in reckoning a person's age. A child born on the last day of the old year is reckoned two years old next day, for as each New Year arrives all the inhabitants of this populous empire add a year to their lives. All these social customs will presumably be affected by the change in the calendar. A question of immediate interest to many foreigners is, will there be the usual observance this year of the beginning of a New Year in the Chinese calendar on February 18th? It is a question which no doubt will soon be answered by further proclamations. Of course, the mercantile class will find a difficulty in their account keeping by the sudden adoption of the new calendar; and we notice that in some provinces at least they are allowed to defer their adoption of the new calendar in business until the old Chinese year expires. It is therefore likely that, though Government departments may not observe the customary holiday, the mercantile class and the people generally will do so; but this will probably be the last time the Chinese will celebrate the New Year according to the old calendar, and in future their celebrations, presumably will synchronise with our own.

South China Morning Post.

State Railways.

Granted that to certain extent "where an industry or enterprise is nationalised the question of profit disappears," it will be said that no body of workmen would be so foolish and shortsighted as to create an intolerable position by overstepping the bounds of equity and discretion. Further with profit not an essential end it is claimed benefits would accrue to the public at large in the way of smaller fares and freight charges. The writer of the article asserts that "it seems almost impossible to imagine a serious scheme ever being propounded." We record his views the merits of sincerity and plausibility, but we believe him just a little prone to magnify difficulties. The result of Government control over the telephones in England is being looked for with keen curiosity. If it should prove to be as gratifying as many persons of excellent judgment truly predict, the clamour for "Railways next!" will be stimulated. It is largely a matter for individual opinion, quite irrespective of the other political crew.



## WOMAN'S WORLD.

It is not only necessary to spend a great deal of money on clothes just at present, if we would walk in the van of fashion, but also it is equally requisite to understand how to wear the things when we have got them. Moreover, it is wholly impossible to be modish only in Paris. From head to foot the fresh silhouette must be carried through with immaculate precision, or, frankly, it is better left alone. Happily, here are several intermediate stages to be safely exploited. Meanwhile, there is to be cherished the steady crystallising in favour of the limp clinging type of frock, not alone for evening but day wear.

## The Fashionable Skirt.

All the short skirts are weighted to cling to the figure, and very limp petticoats are worn under them. Much, indeed, depends upon the underwear, and the single skirt is cut in tube style to the knees, with the flounce very little wider, and trimmed at the hem. With short skirts a perfectly plain petticoat is often worn or there are just a couple of flat tucks, and the dimensions are of the scantiest.

## Fashion Hints

China blue is a favourite colour for simple cotton frocks. Revers of bright colour come on plain linen suits.

Large white hats lined with black or coloured velvet are worn. Some braid used for deep hems is half a yard wide.

Real pockets, wide and deep, make their appearance on the newest tailor-made costumes.

On white or cream serge coat and skirt costumes braid is the favourite trimming.

Big sailor collars are fashionable of lace with a border of silk to match the dress.

Double faced materials are coming to the front not only in woollens but in silks.

Mousseline de soie blouses embroidered with dull gold and silver are worn with afternoon coats and skirts.

In both black and white plain leather belts are smart.

Wide bands of lace, trimming skirts and tunics, have borders of ribbon.

Many long coats of silk and satin are fringed at the hem.

Even the most elaborate gowns with trimmings of lace have a touch of embroidery.

Yellow, from the almost too bright shades to the palest primrose tints, comes well to the front.

An old shade of biscuit colour looks very attractive when trimmed with either black or white.

## The Evening Coiffure.

The evening coiffure is becoming a very elaborate arrangement indeed. The simple wide bandeau of last season in various media, but with invariably the same lines, is elaborating into a jewelled bonnet arrangement, generally finished off with an imposing spray of generous proportions. Thus I have remarked, says a writer in a Home paper, a wide "bonnet brim" bandeau of gold fillet net, edged with pearls and turquoise, while the centre was filled in with raised gold embroidery. As the description implies, it is stiffened and worn around the head in exactly the same way as a bonnet brim, the crown being formed, as it were, by masses of curls, and coils of hair, caught at one side by a huge aigrette. Sometimes, however, a mob crown is made of fine gold net, or a corresponding material to that of the brim. The aigrette or spray invariably appears, unless for a very youthful wearer, then it is tied on with a cord, terminating in tassels behind the ear. There is also a very decided Eastern air about many of the newest coiffures; there is, for example, two wide swathed bands folded around the face and ears, exactly in the manner of an Indian turban, so that scarcely a stray curl is to be seen beneath it. A jewelled spray marks the centre front in genuine Indian fashion, and the Durbur will probably do something in encouraging this coiffure, which, perhaps, on the whole rather more suited to the French type of face than the English woman. Ostrich plumes, both curled and uncurled, are also features of the coiffure, and it is

obvious that the theatre-goer is in for a rather bad time.

## A Delicious Pudding.

The reign of the steamed or boiled pudding is now supreme, and the members of the family often weary of the too frequent repetition of winter fruits. As a variant, the following is to be highly recommended, and once tried it is sure of a welcome place on the menu.

Ingredients: 3oz. of sponge cake crumbs, 2oz. of butter, 2oz. of sugar, 2oz. of powdered chocolate, two eggs, two tablespoonful of hot milk, 2oz. of flour, half teaspoonful of good baking-powder, vanilla flavouring.

Method: Beat the butter and sugar to a cream, add the eggs one at a time, and beat again. Blend the chocolate with the milk, and when smooth stir this to the mixture. Add the flour, baking-powder, cake crumbs, and vanilla; and when well mixed turn into a well-buttered basin. Twist a piece of buttered paper over the top, and steam continuously for an hour and a half. Serve with cream or custard sauce.

## Consignees.

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"SYNANZA"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ and STRAITS.

Consignees of Cargo by the above named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharves and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 7th inst., at 4 p.m., will be subject to sale.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on Mondays and Thursdays.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns.

E. A. HAWETT, Surveyor-General.

Hongkong, 3rd Jan., 1912.

## FROM EUROPE.

## HE H.A.L. Steamship

## "SILESIA"

Captain Reuss, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Under-signed.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th inst. will be subject to sale.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 10th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—

Ex ss. "Bonetta" from Hamburg.

HAMBURG-AMERICA LINE, Hongkong Office.

Hongkong, 3rd Jan., 1912.

## To Let

## OFFICES in King's Building.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY COMPANY LIMITED.

Hongkong, 14th Dec., 1911.

## TO LET

CORNER FLAT in David Buildings, Nathan Road, Kowloon, fitted with Telephone.

Apply to PERCY SMITH, BETH & FLEMING, Accountants and Auditors, 5 Queen's Road Central.

Hongkong, 2nd Jan., 1912.

## Hotels.

## HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Hongkong, 20th April, 1911.

J. H. FAGGART, Manager.

## GRAND HOTEL.

Telephone 197.

MANAGEMENT & CUISINE UNDER EUROPEAN MANAGEMENT

F. REICHMANN, Proprietor.

## ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel, Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate. First Class accommodation for Families and Tourists.

Under Personal Supervision of L. GAMEAU, Proprietor. N. BLUMENTHAL, Manager.

Telephone 170. Telegrams "Astor."

## BELLE VIEW HOTEL.

Telephone No. 807.

By kind permission of Captain Fisher, the Band of s.s. "Korea" will play at the above Hotel on THURSDAY next, the 11th inst., commencing 9 p.m., sharp.

W. GALLAGHER, Manager.

## HOTEL CRAIGIEBURN.

## PLUNKET'S GAP.

The Peak, near the Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

## HOTEL LISTS.

## HONGKONG HOTEL.

Adams, Miss B. A. Lund, Mr. and Mrs. G. D.

Armstrong, Mr. and Mrs. J. D.

Ayers, Dr. and Mrs. J. D.

Baker, F. R.

Bell, C. D.

Bennett, Mr. and Mrs. F. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

## HOTEL CRAIGIEBURN.

## PLUNKET'S GAP.

The Peak, near the Tram Terminus.

Tel. 56.

For Terms, apply to the

MANAGER.

## HOTEL LISTS.

## HONGKONG HOTEL.

Adams, Miss B. A. Lund, Mr. and Mrs. G. D.

Armstrong, Mr. and Mrs. J. D.

Ayers, Dr. and Mrs. J. D.

Baker, F. R.

Bell, C. D.

Bennett, Mr. and Mrs. F. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

Bishop, Mr. and Mrs. J. D.

## Prepaid

## Advertisements.

25 WORDS \$1 for 8 insertions or \$2 for one week.

## BOARD AND RESIDENCE.

"HOMEVILLE," Morrison Hill, splendid view of the harbour, 10 minutes from Post Office by electric car; entrance 163, Wanchai Road. Telephone No. 212. [62]

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H. R.

W. H. R. W. H. R. W. H. R.

## W. H.



# SIR ROBERT BURNETT & CO'S

CELEBRATED

OLD TOM GIN

DRY GIN

IMPORTED AND BOTTLED BY

J. S. WATSON &amp; CO., LTD.

WINE &amp; SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED 70 YEARS.

Hongkong, 6th January, 1912.

The object of this paper is to publish correct information, to serve the truth, and print the news without fear or favour.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C. 5th edition. Western Union.

## DEATH.

DIED at 6 A.M. at his residence No. 24, Shau Kee Street, Hongkong, AUGUSTO JOSE GOMES, aged 72. Deeply regretted.

## The Hongkong Telegraph

HONGKONG, TUESDAY, JANUARY 9, 1912.

## A REPLY TO MR. POLLOCK.

In a letter to the editor, which appeared in yesterday's paper, the Hon. Mr. H. E. Pollock raises a point of considerable interest to the public in general and to newspaper men in particular. Some remonstrance, he thinks, ought to be addressed to Renter for publishing a message relating to a clergyman's crime and confession, "to the exclusion of matters of general interest." It is, he says further, "not only of purely local interest but is also in very questionable taste." We appreciate Mr. Pollock's point of view. It is a view which is strongly held by a good many people. "Let us," Mr. Pollock says in effect, "have only clean news of first-class importance in the cables sent to our newspapers." The ideal does him infinite credit, and we may divulge the interesting fact that it is an ideal sighed for by many more newspaper proprietors and editors than the public suppose. But journalism is a business, and the first rule the purveyor of news—a business man—has to learn is to give the public not what he believes it should accept but, within reason, what he knows it will accept.

Mr. Pollock is tilting, of course, at Renter on the double score of sending news of only local interest and of questionable taste. The man who would offer a remonstrance to Renter's Agency on the 3 grounds is possessed of a deal of temerity. That Agency has not been built up haphazard, but because it has consistently followed the rule laid down above. It has given the public exactly the news it most wanted, and the striking success of the agency is solely due to the fact that it has made very few errors. Renter's never has been, and never will be, infallible, but it has had the advantage of long, continuous experience in news selection. It may be taken, then, that before the item of news in question was sent out to the exclusion of something else (for more news reaches Renter's people than ever comes from them again) trained judgments weighed its importance relative to that of other news. That it was sent out is no actual proof that it was more important than other items of news, but it is a proof that it was regarded as of more importance by men trained to know the public taste and who give evidence daily and hourly that they do actually gauge the public taste with wonderful accuracy. It is a proof, too, that it did not exclude anything of strong international or national importance. Renter has never gone to work in that way.

And, after all, is the news that a clergyman has confessed to a shocking crime, not of rather peculiar interest? Call it untrained, morbid, even regrettable interest, if you please—but undeniably of interest to the average newspaper reader. That nebulous gentleman, to whom all such matters are referred in the ultimate, the man in the street, is much more likely to read such a piece of unusual information than he is to read a telegram relating, say, to Persia. The news referring to Persia may be better for his mind, but the fact must be faced that he does not think so. A clergyman who confesses to murder is uncommon; and the uncommon makes news of striking interest. "If a dog bites a man, that's not news," said an American editor. "If a man bites a dog, that's news." Here is one reason why Renter sent this item, we may be sure. The reader wants it because it is uncommon, and because it is of compelling human interest. The newspapers which meet the public taste in this way are the best of all proofs that the demand for this kind of story must be met. International movements may be profoundly important but many readers find them of very pallid interest. They do not come so closely and intimately into grip with life as in a story of human frailty and wrongdoing. No Agency and few newspapers can afford to neglect this weakness in human nature. Most of them wish they could, but most of them do not. The more they recognise it, the more they are read. Agencies and newspapers run on the lines desired by Mr. Pollock have never paid and will not for some time to come. His is an admirable ideal, and his protest is, from a purely ethical viewpoint, justified. But we have to take the world as it is, not as we would wish it to be. And Renter knows this better than most others.

## AN ILLUMINATING MESSAGE.

An interesting item of news regarding the revolution in China is contained in today's telegrams. The armistice has not been removed on matters of a deadlock. The Imperial Government is hopeful that the revolutionary army will move northward, and face a pitched battle with the Imperial troops. The Government would appear on the face of it anxious to have it out with the revolutionary force, but it is so short of ready cash that it is unable to send this force southward. It may be taken for granted, however, that the throne could hand out the money necessary only, it knows that the revolutionaries themselves are looking several ways for funds. And it is quite good business at this juncture to let them do the spending if they can. Neither side at the moment can make much of a move, and the Government is clearly following the rule adopted by wise old boxers who let younger men do all the running around. But the strongest side may win here; but the side which can sit still the longer. The revolutionaries can never hope to win merely by sitting still. They are forced to make a move which they can afford to make. So it comes to this: Peking has not yet fallen and many things may happen before, and if it does fall.

## DAY BY DAY.

Success never attends spasmodic effort.

## To-day's Paper.

There is a sporting flavour about the paper to-day, notes on sport from a special correspondent which will appear regularly and several items of news about sport in Hongkong, being found on pages 5 and 8. On page 3 appears "Woman's World," a new feature, which will henceforward appear each week. Among the telegrams on page 1 are several of striking interest in connection with the Revolution.

A Chinese was fined \$1 at the Magistrate's this morning for failing to have his child vaccinated.

A man charged with the larceny of a rifle at Hung Hom was fined \$10 at the Magistrate's this morning, or in default, one month's imprisonment.

As the S.S. Sun Chuan was leaving her mooring this morning, the wire haw or snapper making a loud report and startling many natives working close by. Fortunately it did not break shorewards, or some injury to limb might have been caused.

## The Chinese Organ.

The following is from the "Straits Echo" of Dec. 29: Since the purchase of the "Telegraph" by a commercial man, the Chinese in Hongkong have had no English mouthpiece. Presently they are to have the "China Outlook," which we hope will be well advised, and put up a sturdy defence of interests often threatened.

A Revolutionary Reverse. Further details of the fighting at Hankow have now reached Shanghai, says the "N. C. Daily News" of Jan. 4, and point to the engagement having resulted in a distinct Imperialist win. The attack came from Wuchang, and before the batteries at Hanyang opened fire, they allowed the revolutionaries to get half way across the river. Then the guns started in with shrapnel, and the revolutionaries beat a hurried retreat. Their losses are said to have been extremely heavy.

Rumoured Street Disturbance. The rumour gained currency during the morning, that a disturbance, in which natives, police and soldiers were concerned, took place opposite the Western Market close by the spot where the S.S. Tai Hui is berthed.

On investigating the matter it was gathered that the police had no knowledge of the affair, and had little faith in the rumour. A special staff of police officers held the district in charge, and anything in the way of a disturbance would in the ordinary course come under notice.

## The Singapore Police.

Ten of the younger men on the European police staff in Singapore have taken the Government at its word on the offer of free passages to those men who are still dissatisfied with the conditions, says a Singapore paper of Dec. 29. They have decided not to accept the revised terms and are going promptly on their resolutions. Two men, both with about four years' service, left by the mail steamer yesterday for England; three more leave by the Guthrie this afternoon for Australia; and the others, it is understood, intend to make passages to West Australia within a fortnight's time.

We have to thank the Hamburg-Amerika Linie for a wall calendar.

An explosion occurred at the East Fort at Chofod on Dec. 22, which resulted in three deaths.

Mr. Alfred Sze, the recently appointed Minister to Washington, left Shanghai on Jan. 3 en route for his new post.

Messrs. Jardine Matheson & Co., Ltd., General Managers of the Indo-China Steam Navigation Co., Ltd., announce (on page 7) specially reduced fares in connection with the Manila Carnival.

A week of prayer is being held in the Colony. Meetings are being held each day this week, on the basis of the programme of the Evangelical alliance. The hope is expressed that the meetings of all churches in the Colony will unite in this special season of prayer.

Reports from Harbin state that, according to the lists of the Chinese Customs Administration, the value of foreign trade in the whole of China amounts to HK \$14,000,000 for the quarter from October 1 until December. Imports and exports have decreased by thirty-seven and thirty-four per cent respectively.

The armament of the new battleships, which are to be built in the coming year, will be composed of ten of the new 13.5 in. gun, with which the King George V. class are, or are being, armed. The difference is that this gun makes when compared with the 12-inch, with which the original Dreadnoughts are armed, is that a battleship from ten of them weighs 14,000 lb., whilst a broadside from the Dreadnoughts scales under 7,000 lb. The secondary batteries of the new battleships will be armed with 6 in. guns instead of 4 in. guns.

A performance given on December 8, in the Empire Palace Music Hall, Portsmouth, ended in a riotous scene. Tarro Miyaki, a Japanese jiu-jitsu wrestler, was opposed for the second time during the week by Jack Madden, a noted naval expert and instructor to the officers and men of the "Excellent" Gunners' School at Portsmouth. A dispute arose between them and they fought in earnest on the stage. In an instant the stage was stormed by excited bluejackets, who in their skins rushed through the stall, leaped over and among the bandmen, and scrambled on the stage to the rescue of Madden. In a few seconds Miyaki and Madden were parted.

## A Harbour Mystery.

The police are not certain of the identity of the body found in the harbour yesterday, but Douglas Pien, the body is practically beyond identification in consequence of decomposition, and the only guide the authorities have is the cloth on it. This inclines them to the belief that the body is that of an European sailor named Maxwell who jumped overboard from a ship stationed in the harbour on Christmas Eve.

## BURGLARY IN BABINGTON PATH.

## Coat Found Behind A Tree.

Yet another burglary! Between the hours of ten and five last night, thieves entered "Goodwood," No. 1, Babington Path, and carried out a successful robbery under somewhat peculiar circumstances. It would appear that one of the inmates of the house, on suddenly being roused from his slumbers at five o'clock in the morning, noticed that the chair, which he had placed at the foot of the bed with his coat and waistcoat spread over it was missing. He tried to see what the time was and his next discovery was that the watch had also mysteriously disappeared. On going into the corridor, he found the chair standing near the main entrance, the door open and the missing garments spread on the floor with the pockets pulled inside out and the contents rifled. With the exception of a watch and \$22 in bank notes, the contents were left intact. On discovering his loss, he promptly woke up his co-tenant, who made the painful discovery that his watch, valued at between \$50 and \$100, and \$15 in money, was gone. In addition to this, his pocket-book containing papers was missing. In fact, the thief or thieves had taken the precaution of removing the coat and waistcoat with all their contents, presumably in order to be enabled to examine the contents at leisure. A report was made to the Inspector on duty at the Central Police Station immediately after the robbery. Curiously enough, on returning to the house, the coat and waistcoat were discovered behind a big tree in the garden with everything but the watch and money in the pockets. Shortly afterwards, the key of the door was found carefully placed on the verandah just underneath the door, which showed that the thief or gang of thieves was of the conscientious variety.

It is surmised that access to the house must have been gained either through the back door, one of the windows, or the main door. There is some suspicion that a "boy" who had been dismissed is connected with the affair, but, at all events, it is certain that the thieves must previously have had knowledge of the house and its contents. The Police are investigating.

## MINDING THE VALUABLES.

## Peculiar Theft of Jewellery and Money.

At the instance of Lo Chai-mui, of 401, Kennedy Town, two women named Ho Yee, and Leung Luk, were charged at the Magistrate's this morning, with the theft of jewellery and money to the value of \$225, the property of the prosecutrix.

It appears that on the 7th inst. Lo Chai-mui gave Leung Luk ten dollars to put away with the jewellery, and she saw her do so. This was early in the morning and Leung Luk had the other defendant along with her. She did not know Ho Yee before that night and was introduced to her by Leung Luk. All three slept together until late in the afternoon, and about four o'clock the prosecutrix asked the women into whose custody she had given the money to get her some of it. Defendant No. 2 went to the cubicle originally containing the jewel box and money and found the box was missing.

Prosecutrix informed the police at No. 7 station and operations to recover the missing property were commenced, resulting in a watch being found in the possession of Ho Yee. The latter lived with her sister in Hill-road where eventually the police on the sister's information found the remainder of the articles. When charged later in the evening Ho Yee said, "Far Sin, another woman, gave the jewellery to me to mind."

In consequence of a statement made by Ho Yee, the police arrested Leung Luk, who, when charged, said "I did not steal anything; I was accused."

After hearing the evidence the bench decided to dismiss defendant number two and sentenced the first defendant to three months' imprisonment.

## ITALY'S WAR.

## Trade Unaffected.

One of the interesting facts about the war, that is, progress between Italy and Turkey, is that it has been carried on without any demand being made on the public for loans, either within the kingdom or in the exchanges of the various European Powers. Not only has this been the case, but in a telegram that we published recently it was reported that Italy had had a record year for trade, an occurrence that is exactly contrary to what history has taught us to expect. The expense of the war has undoubtedly been great, for Italy had not only to send her troops overseas but to provide for the smallest item in her commissariat, depending on Tripoli to supply nothing. The African country could not have done so had she been required, for the population itself has little more than enough to live on. We have been supplied with a few facts on the subject by a prominent Italian resident in this colony and he told a "Telegraph" reporter that even water had to be conveyed to Tripoli from Italy for the use of the expeditionary force of 100,000 men that was sent over at the commencement of the war. Besides the food that has to be supplied to the troops the Italian government has had to send large quantities of cereals, etc., for the sustenance of the inhabitants, as the advent of the soldiery brought about a rise in the prices all round, and but for the intervention of the Government misery would have been caused. In some cases many of the people who came under suspicion were actually removed to Italy, where they are being maintained till the war is over.

In spite of this the figures which have just been published show that Italian exports for October 1911 have exceeded those of the corresponding month in 1910 by nearly £1,000,000, the increase being chiefly in silk and silk cocoons, automobiles and woollen goods.

The exports on the other hand have decreased by about £400,000 on account of the good crop which necessitated a smaller demand being made on foreign countries. A remarkable feature is the increase in the imports of coffee by about £20,000. As for Italian Rentes, on Sept. 27, the eve of the delivery of the ultimatum, they stood at 101.07 in Rome, 100.25 in Paris, 99 in London and a similar figure in Berlin. On Nov. 21 they were quoted at 101.90 in Rome, 100.25 in Paris, 100 at London and 101 in Berlin. During the month of December, the rise in Italian Rentes continued.

## A QUESTION OF EMIGRATION.

## Claim and Counterclaim.

In the Summary Court this morning, Fung Chai-in, trading as the San Wai On, of 103, Des Vaux Road Central, boarding-house keeper, sued Choy Ngai, trading as the Ngai-kee, of 40, Connaught Road Central, also boarding-house keeper, to recover the sum of \$140, balance due for procuring five labourers to Munkok. Defendant entered a counter-claim for \$75.00, money lent by Mr. Lewis, who appeared for the defendant in the first action and the plaintiff in the second, said that his friend Mr. Holmes consented to judgment in respect of the second action and wished that the amount be set-off.

Mr. Holmes—Perhaps the question of judgment had better stand over.

Mr. Lewis—There is a counterclaim.

His Lordship—There is usually a stay.

Mr. Lewis—As your Lordship please.

Mr. Holmes said that the claim was for \$140, being a balance of a sum of \$240 in respect of inclusive charges per head for five coolies. The amount covered certain expenses in connection with the Chinese Emigration Department.

His Lordship—Shoving them on board, and so on?

Mr. Holmes—Yes.

The case had not concluded when we went to press.

## NOTES AND COMMENTS.

## Red Tape Extraordinary.

Readers may have noticed that in connection with the recent despatch of a further detachment of British troops to Canton it was announced that they would be under the control of Admiral Winslow. This seems to be an extraordinary arrangement. The Admiral, when the Wuchang affair developed, proceeded north and he has remained there since directing operations in the Yangtze. A detachment of troops from Hongkong was sent to Hankow some time ago and it is reasonable that they should be under the direction of the Admiral, who is on the spot. But the laymen can find absolutely no reason why the troops at Canton should be under naval authority when the General Officer Commanding the South China forces, from whose troops the Canton contingent was detached, is here. Presumably the War Office and the Admiralty have become enmeshed in red-tape entanglements—anyhow the position from a layman's point of view seems sufficiently ridiculous.

## Sick unto Death.

Saturday night's boxing display at the City Hall must effectually have disgusted that portion of the public which was not already tired to death of the noble art as practised in Hongkong. There has been a succession of fiascos of late, and the last was about the worst. Four bouts, which should have provided good and lengthy entertainment, totalled eleven rounds, and the big event was the most disappointing of all. Bill Lewis was matched against Micky Dunn and Stoker, and the audience was not large enough to justify full payment of the sums promised to the professional's opponents. Dunn wanted the sum agreed upon; Lewis would not pay up; and Arnold alone faced the Australian. He stood up pluckily for three rounds, but his right hand was giving trouble and he gave in. Lewis has himself to blame, a professional must take rainy days with sunny days. If he wants to get in out of the wet, when it comes along, the sunny days have a way of ending altogether. Anyhow for a day or two, or may be longer than that, there will be no great enthusiasm for boxing in Hongkong.

## Passing of the Queue.

An observant person passing along Queen's Road yesterday remarked that not one male Chinese was to be seen wearing a queue. It has apparently passed, as far as this Colony is concerned to the Land of the Things that Were. In this connection the following paragraph from the "New York Evening Post" is interesting: "The picturesque queue has clashed with the patriots in San Francisco, where a hotel manager has notified his Chinese servants that the cutting off of their queues will be followed by dismissal. 'I pay for the queues,' he declares, 'and must have them.' His patrons are habituated to the aesthetic effect of the custom, and this business adds its weight to opposition to a Chinese reform. On the other side stands patriotism, bidding the California Celestials imitate the courage of their brethren at home. They are thus in the position of Latmoset debating the question of leaving Shylock's service. 'Cut,' says 'conscience. 'Cut not,' says 'expediency. As a compromise it has been suggested that the queues be cut off, and then attached to the 'carps' worn by the men in such a way that no one would suspect the truth.' This seems to meet the moral difficulties nicely. One of our grievances against the Indian is that he either disappears or becomes civilized. What are alien races for if not to delight our eyes and ears by their oddities?"



## GOVERNMENT AS LITIGANT.

Chief Justice Seeks Enlightenment.

The case was resumed before the Chief Justice, Sir Francis Pigott, at the Supreme Court this morning, in which the Government is seeking to recover from the Electric Traction Company \$40,000 damages for alleged injury sustained by the Government telephone system through the working of the tramway. Mr. M. W. Slade, K.C., and Mr. Eldon Potter, instructed by Mr. F. B. L. Bowley, appeared for the plaintiffs and Mr. C. G. Alabaster, instructed by Mr. Holbrow, of Messrs. Doonan, Looker and Doonan, was for the defendants.

At the outset of this morning's proceedings, his Lordship said that he foresaw the possibility of certain scientific questions arising and he was obliged to seek the help of Counsel to solve the difficulties which he expected would crop up. Assuming that the Secretary of State said that he insisted on the same protection to the Government telephone system as that given to the telegraph company, the first difficulty which arose in his mind was that protection given to the telegraph was clearly a matter of arrangement between the Telephone Company and the Northern Telegraph Company.

Mr. Slade—I don't think so. His Lordship—The point may require elucidation. Proceeding, his Lordship said that that Ordinance did not come within the province of what was known as a private statute in England. The Hongkong Ordinance was governed by the Interpretation Ordinance. Now came this point. He would try to illustrate it. Supposing it had been arranged that the Tramway Company should carry wine and the arrangement was that the tramway should not travel at a rate of speed which should cause the wine to ferment. Then comes the Dairy Farm and the Government insist that it should also carry milk for the Dairy Farm under the same protection as that given in the first instance. It was obvious that the two articles were susceptible of different means of affluence, because in the latter case, the tram might not have to travel at the same speed as in the case of wine, to make the milk curdle. In the case of wine, the speed might be ten miles, while in the case of milk, it might not be more than three. The question to consider was: What is the legitimate meaning to be given to the Ordinance? There had been a suggestion unpropoundedly thrown out that the Telegraph Co. was up-to-date, whereas the Telephone Co. was old-fashioned. Therefore, he thought Counsel would be able to see the analogy. They would have to find out whether it was possible for the Telephone Co. to acquire rights for the use of the tram.

Mr. Slade—I think I can help your Lordship in respect of the last two points by two decided cases. Another point, his Lordship continued, was that the action was not for damages done by the use of the tramway, but by the existence of the tramway.

Mr. Slade—The working of it. His Lordship—From the fact of the tramway existing. It is not due to the bad working of it. It is not as if the speed had to be 15 miles an hour and it had been exceeded. The damage is inherent and is due to common use. Mr. Slade—In the particular method adopted by the tramway.

His Lordship—All these points involve very serious difficulties, and might necessitate the services of an assessor.

Mr. Alabaster submitted that an assessor was not necessary in order to settle the points. His Lordship—You can address me if you like, but for my own satisfaction, I can't decide the case otherwise.

Mr. Alabaster proceeded to argue the question at great length. He referred to Mr. Slade's assertion that he could cite two decided cases. He (Mr. Alabaster) had one in his mind and probably the other was similar. The principle of the right of action did not apply in that case, neither did it apply in the case of light causes, because the right of action was strictly preserved.

Argument proceeding.

## EMPLOYER AND EMPLOYEE.

An Interesting Point.

Mr. Irving Hill, to settle a dispute at the Magistracy, this morning, between a Chinese mistress and her Chinese out of an allegation of non-payment of wages in lieu of notice of dismissal, and in doing so, said that where a person was engaged on a monthly salary, the first month was for the main part a trial period and at the end of that time no notice was necessary excepting in the case of special agreement. The employee was entitled to wages for the month, but so long as that was paid he could not see where there were any grounds for further claim. If, however, it was thought so, it was for the Registrar-General to decide.

## CORRESPONDENCE.

(The opinions expressed by our correspondents are not necessarily those of "The Hongkong Telegraph.")

Oxford Local Examinations 1912.

To the Editor of the "Hongkong Telegraph."

Sir,—May I through your valuable columns inform all those interested in the Oxford Local Examinations that applications for Entry Forms for this year's Examinations should not be sent to the Local Secretary until after Thursday, February 8, also, that the last day on which Entry Forms and Fees can be received in Hongkong is Friday, March 15th, not later than noon.

Faithfully yours,  
T. K. DEALY.  
(Hon. Sec. Oxford Locals.)  
Hongkong, Jan. 9, 1912.

## KULANGSU (AMOI) MUNICIPAL COUNCIL.

The following are the minutes of a meeting of the Council, held at the Board Room, on December 10, 1911.

Present:—Messrs. W. H. Wallace (Chairman), J. S. Fenwick, W. R. M.D. Parr, W. Wilson, and the Secretary, Mr. C. Berkeley Mitchell.

1. The minutes of the last meeting are read and confirmed.  
2. Tenders for the unremunerated services in 1912 are opened and considered:—  
Ordure removal, street lighting and painting lamps and lamp posts, and the outside wood and iron work of the gas and Municipal buildings, and the following were accepted:—  
(1) Ordure removal—Ng Yut-long, \$2,400.00.  
(2) Street Lighting—Kay Siang-chao, \$1.15 per lamp, per month.  
(3) Painting—Linn Sai, \$330.00.

3. Letters are read from Dr. Morz informing the Council (a) that he has resumed charge of the German Consulate from the 18th inst., and (b) that he has resumed charge of the offices of Senior Consul at this port from the same date; also from the American Consul notifying that on the 18th inst. he turned over the archives of the Senior Consul to Dr. C. Morz.

4. The Captain Superintendent reports that the following cases have been dealt with at the Mixed Court since the last meeting:—

Summons.  
Throwing rubbish, etc., into the public drains; breach of chair regulations; 1; breach of sump regulations; 3; being concerned in damaging a wall; 1; non-payment of Municipal taxes, 3.

Summary Arrests.  
Theft; 2; assaulting the police in the execution of their duty; 1; soliciting; 1; carrying arms, 1.

The "China Press" says:—Dr. Wu Ting-fang who some months ago had designed a new type of Chinese black silk hat for ordinary wear recently introduced a special "ceremonial hat" in view of the Manchu headwear coming into disuse. It is said that Mr. Li Ping-shu has ordered 100 of these hats to be used by officials of the republican Government.



## SMOKING TOBACCOS

Large Selection of Leading Brands in Stock.

## KRUSE &amp; CO.

GARNER QUELCH & CO.  
WINE MERCHANTS  
Des Voeux Road  
TELEPHONE 636.

Supply the highest quality Wines, Spirits, Cigars and Cigars, etc. obtainable, at lowest prices. All Wines and Spirits bottled in Europe by Shippers of world wide reputation.

Hongkong, December 7th 1911.

It is said that a few men employed at the Arsenal have resigned, objecting to the removal of their queues.

Conflicting reports are being received regarding the condition of Manchuria. While the local revolutionaries assert that the population is strongly republican in its tendencies, the opinion in Peking is said to contradict this. In fact it is reported that the inhabitants of the province are prepared to enroll themselves under the Imperialist banner should the necessity arise.

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLONIES & STRAITS.

THE Steamship

"CARMARTHENSHIRE,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at the risk of the consignees and are to be taken to the wharves of the Hongkong and Shanghai Wharf and Godown Company, Limited, whence, unless from the wharves, delivery may be obtained.

Goods not cleared by the 15th inst., at 9 a.m., will be subject to rent.

All broken, damaged and damaged packages are to be left in the Godowns, where they will be examined on SATURDAY, 15th inst., at 10 a.m. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 9th Jan. 1912.

WE have this day admitted MR. LIONEL MOUNTSTUART WHYTE, as a partner in the business of Garner, Quelch & Co., Hongkong.

GARNER, QUELCH & CO.,  
Wine Merchants.  
Hongkong, 2nd Jan., 1912.

Just received, a fresh consignment of PAUL CLOUT CHAMPAONE, Extra Dry.

at \$21.00 per case of 2 doz. plus FRENCH STORE.

L. Ganteau,  
76 1/2 Queen's Road Central.

A LING & CO.  
FURNITURE AND PHOTOGRAPHY.

DEVELOPING, PRINTING AND ENLARGING.

9, Queen's Road

E. C. White, M.L.Mech., E.A.M.N.A.

Consulting Engineer and Surveyor for construction, Valuer and Assessor for the purchase, or sale, of Steamships or Land.

"ALEXANDRA BUILDINGS, 2nd Floor,"  
"Gaitors, 14 May 1911."

DAVID SASSOON & CO., LTD.

Agents.  
Hongkong, 4th Jan. 1912.

Hongkong, 2nd January, 1912.

Hongkong, 4th Jan. 1912.

MILK  
FIVE CENTS A PINT.

PURE, FRESH, SEPARATED, NATURAL.

REMOVED: THE CREAM ONLY.

ADDED: NOTHING.

If you want the Separated Milk why not have it

FRESH?

For sale by

THE DAIRY FARM CO.

One penny a pint!

[10]

## BIJOU SCENIC THEATRE.

Flower Street.

Cinematograph Vaudeville.

9.15 EVERY EVENING 9.5

A Complete change of 14 times.

EVERY WEDNESDAY AND SATURDAY.

all new to Hongkong.

MISS EILEEN MURRAY

THE POPULAR COMEDienne

7.15 PICTURE ONLY 7.15

Lessee &amp; Manager.

R. H. STEPHENSON.

Hongkong, 2nd Jan., 1912.

[72]

## ASAHI BEER

BEER

SAPPORO BEER

TO BE OBTAINED

FROM ALL WINE DEALERS

Note our Price \$12.00 per case containing 4 dozen quarts or 6 dozen pints.

[73]

## VON RIEGEN'S PATENT FIRE BRIDGE BARS.

COST OF INSTALLATION QUICKLY ABSORBED BY ECONOMY IN FUEL EFFECTED.

FOR FULL INFORMATION AND PARTICULARS

APPLY TO

THE UNITED ASBESTOS ORIENTAL

AGENCY, LD.,

SOLE AGENTS.

OR TO

OH. WITZKE, SUB-AGENT.

Hongkong, December 7th, 1911.

[17]

## G. FALCONER &amp; Co., Ltd.

WATCHMAKERS &amp; JEWELLERS.

LARGE SELECTION ENGLISH SILVERWARE

COMPRISING PRESENTATION

PLATE, BOWLS, RACE CUPS, etc.

ALWAYS IN STOCK.

INSPECTION INVITED

A choice selection of Xmas Goods have arrived.

[15]

## PLEASE NOTE

THAT

To meet the requirements of the Public in general, especially

Sportsmen and Excursionists, we have placed on the market our

small Pocket Flasks with Patent Aluminium Cup attached filled

with our well known brands of Whiskies and Brandy at the

following exceptionally low prices:—

Liqueur Cognac Brandy 20 yrs. old. per flask ct. 90

Whisky G. P. do. do. ct. 60

Whisky Club Liqueur do. do. ct. 60

[16]

## GANDE PRICE &amp; CO., LTD.

WINE MERCHANTS

125 Queen's Road Central,

HONGKONG.

Tel. No. 135.

Hongkong, 2nd January, 1912.

[18]







## COMMERCIAL.

## Home Rubber Share Market.

Messrs. Zorn & Leigh-Hunt's mid-weekly report on the Rubber Share Market dated Dec. 6 is as follows:—The improved tone to which we alluded in our last week's report has become more marked during the last day or two, and there is an increasing amount of good-class investment buying. Shares of the type which are at present wanted by buyers seem to be in decidedly small supply at current prices; and as dealers are naturally very shy of selling such shares "short," quotations have in a large number of cases, advanced during the week. The November rubber outputs are highly satisfactory, and indicate that many companies will show much better total crop returns for the year 1911 than had at one time been anticipated. The price of the raw material is very firm, with a gradually hardening tendency; and encouraging "forward" sales for 1912 continue to be made by various companies. One such sale was effected yesterday as high as 8d. per lb.

## Bullion.

Messrs. Samuel Montagu & Co.'s weekly circular dated London, December 14, 1911, states that about 2800,000 arrived in the form of bar gold, of which £100,000 has been bought for the Continent. The amount reserved for India is rather larger than expected owing to the grounding of the P. & O. S. Delhi, which carried £101,050 in bar gold, £8,750 in gold coin, and £185,500 in bar silver from London. The remainder of the bar gold will be sent into the Bank of England as it leaves the refiners' hands. The total of this week's shipment of bar gold to India is £106,000 at the time of writing; possibly more orders may arrive over later. During the week the efflux was £375,000. Writing of silver the circular states:—

The position of the market is becoming more normal, as is implied by the comparative slightness of the premium on cash silver. Two causes combine to give more freedom from speculative influences. There have been exceptionally heavy arrivals of silver from New York, together with the unusual occurrence of a shipment from the East, namely, a consignment of 144 bars by the P. & O. S. Morea from Bombay. The second cause is that the easier tone of prices has brought the market into touch with China, on account of which country purchases of forward silver have been made with considerable freedom.

No shipment of silver from San Francisco to Hongkong has taken place since the week ended Nov. 16 last—the premium for spot silver in London having made it worth while to divert silver from San Francisco, via New York to London, and the fact contributes to account for the heavy arrivals to which we have referred.

The total of silver rupees held in the Indian Treasury Reserve has fallen half a crore; thus the gain recorded last week has been reduced by half.

Messrs. Mocatta & Goldsmid's weekly circular dated London, December 15, 1911, states that "silver buying has been chiefly bears covering, but some purchases have been made for China where the exports are improving and the exchange nearer in touch with silver than it has been of late. The steamer to India this week only takes about £100,000 in silver and as the arrivals from New York have been unusually large, the stock in London must now be fully £1,800,000, but since the bulk of this is tightly held by bull speculators the actual available supplies are by no means plentiful. News reached London on the 13th instant of the stranding off the coast of Morocco of the P. & O. S. Delhi, which was carrying £185,000 in silver to Bombay. It is expected that the whole of the bullion will be salvaged and in view of the large stocks in Bombay no inconvenience is likely to be caused by the delay in the arrival of this silver."

## SHARE REPORT

B-SALE. SA-SALE. B-SALE.

| STOCKS & PAID UP VALUE                | CLOSING QUOTES | LAST DIVIDEND AND DATE |
|---------------------------------------|----------------|------------------------|
| <b>BANKS.</b>                         |                |                        |
| Hongkong & Shanghai                   | \$125          | \$380 b.               |
| National Bank                         | \$5            | \$102 b.               |
| Marine Insurance                      | \$50           | \$102 b.               |
| North China                           | \$5            | \$102 b.               |
| Union                                 | \$100          | \$850                  |
| Yangtze                               | \$50           | \$212                  |
| <b>FIRE INSURANCE.</b>                |                |                        |
| China Fire                            | \$20           | \$130 b.               |
| Hongkong Fire                         | \$50           | \$860 b.               |
| <b>SHIPPING.</b>                      |                |                        |
| China & Manilla                       | \$25           | \$10 b.                |
| Douglas Steamship                     | \$50           | \$21                   |
| Steamships                            | \$15           | \$28 b.                |
| Indo-China                            |                |                        |
| (Preferred)                           | \$5            | \$60 s.                |
| (Deferred)                            |                | \$19                   |
| "Star Ferry"                          | \$41           | \$21 b.                |
| "Star Ferry"                          | \$5            | \$17 b.                |
| <b>REFINERIES.</b>                    |                |                        |
| China Sugar                           | \$100          | \$105 b.               |
| Luxon Sugar                           | \$100          | \$82 s.                |
| <b>MINING.</b>                        |                |                        |
| Chinese Engineering                   | \$1            | \$12                   |
| Tronoh                                | \$1            | \$8                    |
| Ranch                                 | \$1            | \$420 s.               |
| Docks, Wharves, & Godowns             | \$50           | \$56 b.                |
| Kowloon Wharf                         | \$50           | \$47                   |
| H. K. & W. P. Docks                   | \$50           | \$47                   |
| Shanghai Docks                        | T. 100         | T. 58 b.               |
| Hongkong Wharf                        | T. 100         | T. 58 b.               |
| LANDS, HOTELS & BUILDINGS.            |                |                        |
| Anglo-French Lands                    | T. 100         | T. 94 b.               |
| Hongkong Hotel                        | \$50           | \$119                  |
| Hongkong Lands                        | \$100          | \$75                   |
| Humphreys Estate                      | \$10           | \$102 b.               |
| Kowloon Lands                         | \$80           | \$30 b.                |
| Shanghai Lands                        | T. 80          | T. 93                  |
| West Point                            | \$50           | \$49 b.                |
| Manila M'pole Hotel                   | P. 10          | P. 90 s.               |
| <b>COTTON MILLS.</b>                  |                |                        |
| Bacon                                 | T. 50          | T. 85                  |
| Hongkong Cottons                      | \$10           | \$54 b.                |
| <b>MISCELLANEOUS.</b>                 |                |                        |
| China-Borneo                          | \$12           | \$104                  |
| Light and Power                       | \$10           | \$11                   |
| Do. (Spec. shares)                    | \$1            | \$120 b.               |
| China Provident                       | \$10           | \$51                   |
| Dairy Farms                           | \$6            | \$204                  |
| Green Island                          | \$10           | \$375 b.               |
| Hongkong Electric                     | \$10           | \$214                  |
| Hongkong Ice                          | \$25           | \$217 s.               |
| Hongkong Rope                         | \$10           | \$18                   |
| Langkate                              | \$10           | T. 80 b.               |
| Morning Post                          | \$25           | \$25                   |
| Peak Tramway                          | \$10           | \$111 s.               |
| Do. (new)                             | \$1            | \$110                  |
| Philippines                           | \$10           | \$5 b.                 |
| H. Price & Co. Ltd.                   | \$10           | \$125                  |
| Societe des Preferees                 | \$50           | \$50                   |
| Papeteries                            |                |                        |
| de Tonkin                             |                | \$400                  |
| Shanghai-Sumatra                      | T. 20          | T. 102                 |
| Steam Laundry                         | \$5            | \$12                   |
| United Asbestos Oriental Agency, Ltd. | \$10           | \$10                   |
| United Asbestos Foundry Shares        | \$10           | \$300                  |
| Union Waterboat                       | \$10           | \$750 b.               |
| Welsmann, Ltd.                        | \$10           | \$15 b.                |
| Watson                                | \$10           | \$41 b.                |
| William Powell                        | \$10           | \$41 b.                |

Corrected to 3 p.m. January 9, 1912 by WRIGHT AND HORNBY, Share

General Brokers, Queen's Building, Tel. address: "Rectitude."

"The Telegraph" does not hold itself responsible for any of the above quotations.

## Exchange

Selling.

|                   |           |
|-------------------|-----------|
| T/T               | 1/10 7/16 |
| Demanded          | 1/10 9/16 |
| 30 d/s            | 1/10 1/16 |
| 60 d/s            | 1/10 1/16 |
| 90 d/s            | 1/10 1/16 |
| 1/2 India         | 1/10 1/16 |
| 1/2 Java          | 1/10 1/16 |
| 1/2 Sumatra       | 1/10 1/16 |
| 1/2 Siam          | 1/10 1/16 |
| 1/2 Ceylon        | 1/10 1/16 |
| 1/2 Hongkong      | 1/10 1/16 |
| 1/2 Shanghai      | 1/10 1/16 |
| 1/2 Canton        | 1/10 1/16 |
| 1/2 Hankow        | 1/10 1/16 |
| 1/2 Tientsin      | 1/10 1/16 |
| 1/2 Yokohama      | 1/10 1/16 |
| 1/2 Kobe          | 1/10 1/16 |
| 1/2 Osaka         | 1/10 1/16 |
| 1/2 Manila        | 1/10 1/16 |
| 1/2 Cebu          | 1/10 1/16 |
| 1/2 Batavia       | 1/10 1/16 |
| 1/2 Singapore     | 1/10 1/16 |
| 1/2 London        | 1/10 1/16 |
| 1/2 New York      | 1/10 1/16 |
| 1/2 San Francisco | 1/10 1/16 |
| 1/2 Hongkong      | 1/10 1/16 |
| 1/2 Shanghai      | 1/10 1/16 |
| 1/2 Canton        | 1/10 1/16 |
| 1/2 Hankow        | 1/10 1/16 |
| 1/2 Tientsin      | 1/10 1/16 |
| 1/2 Yokohama      | 1/10 1/16 |
| 1/2 Kobe          | 1/10 1/16 |
| 1/2 Osaka         | 1/10 1/16 |
| 1/2 Manila        | 1/10 1/16 |
| 1/2 Cebu          | 1/10 1/16 |
| 1/2 Batavia       | 1/10 1/16 |
| 1/2 Singapore     | 1/10 1/16 |
| 1/2 London        | 1/10 1/16 |
| 1/2 New York      | 1/10 1/16 |
| 1/2 San Francisco | 1/10 1/16 |

## PEAK TRAMWAYS CO. LIMITED.

## TIME TABLE.

| WEEK DAYS.                           | NIGHT CARS.                                                    |
|--------------------------------------|----------------------------------------------------------------|
| 7.00 a.m. to 8.00 a.m. every 15 min. | 8.45 p.m. and 9 p.m. 9.45 p.m. to 11.30 p.m. every 15 minutes. |
| 8.00 a.m. to 10.00 a.m. " 10 min.    |                                                                |
| 10.00 a.m. to 11.00 a.m. " 15 min.   |                                                                |
| 11.00 a.m. to 12.45 p.m. " 15 min.   |                                                                |
| 12.45 p.m. to 1.15 p.m. " 10 min.    |                                                                |
| 1.15 p.m. to 1.45 p.m. " 15 min.     |                                                                |
| 1.45 p.m. to 2.15 p.m. " 10 min.     |                                                                |
| 2.15 p.m. to 3.00 p.m. " 15 min.     |                                                                |
| 3.00 p.m. to 3.15 p.m. " 10 min.     |                                                                |
| 3.15 p.m. to 3.30 p.m. " 15 min.     |                                                                |
| 3.30 p.m. to 3.45 p.m. " 10 min.     |                                                                |
| 3.45 p.m. to 4.00 p.m. " 15 min.     |                                                                |
| 4.00 p.m. to 4.15 p.m. " 10 min.     |                                                                |
| 4.15 p.m. to 4.30 p.m. " 15 min.     |                                                                |
| 4.30 p.m. to 4.45 p.m. " 10 min.     |                                                                |
| 4.45 p.m. to 5.00 p.m. " 15 min.     |                                                                |
| 5.00 p.m. to 5.15 p.m. " 10 min.     |                                                                |
| 5.15 p.m. to 5.30 p.m. " 15 min.     |                                                                |
| 5.30 p.m. to 5.45 p.m. " 10 min.     |                                                                |
| 5.45 p.m. to 6.00 p.m. " 15 min.     |                                                                |
| 6.00 p.m. to 6.15 p.m. " 10 min.     |                                                                |
| 6.15 p.m. to 6.30 p.m. " 15 min.     |                                                                |
| 6.30 p.m. to 6.45 p.m. " 10 min.     |                                                                |
| 6.45 p.m. to 7.00 p.m. " 15 min.     |                                                                |
| 7.00 p.m. to 7.15 p.m. " 10 min.     |                                                                |
| 7.15 p.m. to 7.30 p.m. " 15 min.     |                                                                |
| 7.30 p.m. to 7.45 p.m. " 10 min.     |                                                                |
| 7.45 p.m. to 8.00 p.m. " 15 min.     |                                                                |
| 8.00 p.m. to 8.15 p.m. " 10 min.     |                                                                |
| 8.15 p.m. to 8.30 p.m. " 15 min.     |                                                                |
| 8.30 p.m. to 8.45 p.m. " 10 min.     |                                                                |
| 8.45 p.m. to 9.00 p.m. " 15 min.     |                                                                |
| 9.00 p.m. to 9.15 p.m. " 10 min.     |                                                                |
| 9.15 p.m. to 9.30 p.m. " 15 min.     |                                                                |
| 9.30 p.m. to 9.45 p.m. " 10 min.     |                                                                |
| 9.45 p.m. to 10.00 p.m. " 15 min.    |                                                                |
| 10.00 p.m. to 10.15 p.m. " 10 min.   |                                                                |
| 10.15 p.m. to 10.30 p.m. " 15 min.   |                                                                |
| 10.30 p.m. to 10.45 p.m. " 10 min.   |                                                                |
| 10.45 p.m. to 11.00 p.m. " 15 min.   |                                                                |
| 11.00 p.m. to 11.15 p.m. " 10 min.   |                                                                |
| 11.15 p.m. to 11.30 p.m. " 15 min.   |                                                                |
| 11.30 p.m. to 11.45 p.m. " 10 min.   |                                                                |
| 11.45 p.m. to 12.00 p.m. " 15 min.   |                                                                |
| 12.00 p.m. to 12.15 p.m. " 10 min.   |                                                                |
| 12.15 p.m. to 12.30 p.m. " 15 min.   |                                                                |
| 12.30 p.m. to 12.45 p.m. " 10 min.   |                                                                |
| 12.45 p.m. to 1.00 p.m. " 15 min.    |                                                                |
| 1.00 p.m. to 1.15 p.m. " 10 min.     |                                                                |
| 1.15 p.m. to 1.30 p.m. " 15 min.     |                                                                |
| 1.30 p.m. to 1.45 p.m. " 10 min.     |                                                                |
| 1.45 p.m. to 1.60 p.m. " 15 min.     |                                                                |
| 1.60 p.m. to 1.75 p.m. " 10 min.     |                                                                |
| 1.75 p.m. to 1.90 p.m. " 15 min.     |                                                                |
| 1.90 p.m. to 2.05 p.m. " 10 min.     |                                                                |
| 2.05 p.m. to 2.20 p.m. " 15 min.     |                                                                |
| 2.20 p.m. to 2.35 p.m. " 10 min.     |                                                                |
| 2.35 p.m. to 2.50 p.m. " 15 min.     |                                                                |
| 2.50 p.m. to 3.05 p.m. " 10 min.     |                                                                |
| 3.05 p.m. to 3.20 p.m. " 15 min.     |                                                                |
| 3.20 p.m. to 3.35 p.m. " 10 min.     |                                                                |
| 3.35 p.m. to 3.50 p.m. " 15 min.     |                                                                |
| 3.50 p.m. to 4.05 p.m. " 10 min.     |                                                                |
| 4.05 p.m. to 4.20 p.m. " 15 min.     |                                                                |
| 4.20 p.m. to 4.35 p.m. " 10 min.     |                                                                |
| 4.35 p.m. to 4.50 p.m. " 15 min.     |                                                                |
| 4.50 p.m. to 5.05 p.m. " 10 min.     |                                                                |
| 5.05 p.m. to 5.20 p.m. " 15 min.     |                                                                |
| 5.20 p.m. to 5.35 p.m. " 10 min.     |                                                                |
| 5.35 p.m. to 5.50 p.m. " 15 min.     |                                                                |
| 5.50 p.m. to 6.05 p.m. " 10 min.     |                                                                |
| 6.05 p.m. to 6.20 p.m. " 15 min.     |                                                                |
| 6.20 p.m. to 6.35 p.m. " 10 min.     |                                                                |
| 6.35 p.m. to 6.50 p.m. " 15 min.     |                                                                |
| 6.50 p.m. to 7.05 p.m. " 10 min.     |                                                                |
| 7.05 p.m. to 7.20 p.m. " 15 min.     |                                                                |
| 7.20 p.m. to 7.35 p.m. " 10 min.     |                                                                |
| 7.35 p.m. to 7.50 p.m. " 15 min.     |                                                                |
| 7.50 p.m. to 8.05 p.m. " 10 min.     |                                                                |
| 8.05 p.m. to 8.20 p.m. " 15 min.     |                                                                |
| 8.20 p.m. to 8.35 p.m. " 10 min.     |                                                                |
| 8.35 p.m. to 8.50 p.m. " 15 min.     |                                                                |
| 8.50 p.m. to 9.05 p.m. " 10 min.     |                                                                |
| 9.05 p.m. to 9.20 p.m. " 15 min.     |                                                                |
| 9.20 p.m. to 9.35 p.m. " 10 min.     |                                                                |
| 9.35 p.m. to 9.50 p.m. " 15 min.     |                                                                |
| 9.50 p.m. to 10.05 p.m. " 10 min.    |                                                                |
| 10.05 p.m. to 10.20 p.m. " 15 min.   |                                                                |
| 10.20 p.m. to 10.35 p.m. " 10 min.   |                                                                |
| 10.35 p.m. to 10.50 p.m. " 15 min.   |                                                                |
| 10.50 p.m. to 11.05 p.m. " 10 min.   |                                                                |
| 11.05 p.m. to 11.20 p.m. " 15 min.   |                                                                |
| 11.20 p.m. to 11.35 p.m. " 10 min.   |                                                                |
| 11.35 p.m. to 11.50 p.m. " 15 min.   |                                                                |
| 11.50 p.m. to 12.05 p.m. " 10 min.   |                                                                |
| 12.05 p.m. to 12.20 p.m. " 15 min.   |                                                                |
| 12.20 p.m. to 12.35 p.m. " 10 min.   |                                                                |
| 12.35 p.m. to 12.50 p.m. " 15 min.   |                                                                |
| 12.50 p.m. to 1.05 p.m. " 10 min.    |                                                                |
| 1.05 p.m. to 1.20 p.m. " 15 min.     |                                                                |
| 1.20 p.m. to 1.35 p.m. " 10 min.     |                                                                |
| 1.35 p.m. to 1.50 p.m. " 15 min.     |                                                                |
| 1.50 p.m. to 2.05 p.m. " 10 min.     |                                                                |
| 2.05 p.m. to 2.20 p.m. " 15 min.     |                                                                |
| 2.20 p.m. to 2.35 p.m. " 10 min.     |                                                                |
| 2.35 p.m. to 2.50 p.m. " 15 min.     |                                                                |
| 2.50 p.m. to 3.05 p.m. " 10 min.     |                                                                |
| 3.05 p.m. to 3.20 p.m. " 15 min.     |                                                                |
| 3.20 p.m. to 3.35 p.m. " 10 min.     |                                                                |
| 3.35 p.m. to 3.50 p.m. " 15 min.     |                                                                |
| 3.50 p.m. to 4.05 p.m. " 10 min.     |                                                                |
| 4.05 p.m. to 4.20 p.m. " 15 min.     |                                                                |
| 4.20 p.m. to 4.35 p.m. " 10 min.     |                                                                |
| 4.35 p.m. to 4.50 p.m. " 15 min.     |                                                                |
| 4.50 p.m. to 5.05 p.m. " 10 min.     |                                                                |
| 5.05 p.m. to 5.20 p.m. " 15 min.     |                                                                |
| 5.20 p.m. to 5.35 p.m. " 10 min.     |                                                                |
| 5.35 p.m. to 5.50 p.m. " 15 min.     |                                                                |
| 5.50 p.m. to 6.05 p.m. " 10 min.     |                                                                |
| 6.05 p.m. to 6.20 p.m. " 15 min.     |                                                                |
| 6.20 p.m. to 6.35 p.m. " 10 min.     |                                                                |
| 6.35 p.m. to 6.50 p.m. " 15 min.     |                                                                |
| 6.50 p.m. to 7.05 p.m. " 10 min.     |                                                                |
| 7.05 p.m. to 7.20 p.m. " 15 min.     |                                                                |
| 7.20 p.m. to 7.35 p.m. " 10 min.     |                                                                |
| 7.35 p.m. to 7.50 p.m. " 15 min.     |                                                                |
| 7.50 p.m. to 8.05 p.m. " 10 min.     |                                                                |
| 8.05 p.m. to 8.20 p.m. " 15 min.     |                                                                |
| 8.20 p.m. to 8.35 p.m. " 10 min.     |                                                                |
| 8.35 p.m. to 8.50 p.m. " 15 min.     |                                                                |
| 8.50 p.m. to 9.05 p.m. " 10 min.     |                                                                |
| 9.05 p.m. to 9.20 p.m. " 15 min.     |                                                                |
| 9.20 p.m. to 9.35 p.m. " 10 min.     |                                                                |
| 9.35 p.m. to 9.50 p.m. " 15 min.     |                                                                |
| 9.50 p.m. to 10.05 p.m. " 10 min.    |                                                                |
| 10.05 p.m. to 10.20 p.m. " 15 min.   |                                                                |
| 10.20 p.m. to 10.35 p.m. " 10 min.   |                                                                |
| 10.35 p.m. to 10.50 p.m. " 15 min.   |                                                                |
| 10.50 p.m. to 11.05 p.m. " 10 min.   |                                                                |
| 11.05 p.m. to 11.20 p.m. " 15 min.   |                                                                |
| 11.20 p.m. to 11.35 p.m. " 10 min.   |                                                                |
| 11.35 p.m. to 11.50 p.m. " 15 min.   |                                                                |
| 11.50 p.m. to 12.05 p.m. " 10 min.   |                                                                |
| 12.05 p.m. to 12.20 p.m. " 15 min.   |                                                                |
| 12.20 p.m. to 12.35 p.m. " 10 min.   |                                                                |
| 12.35 p.m. to 12.50 p.m. " 15 min.   |                                                                |
| 12.50 p.m. to 1.05 p.m. " 10 min.    |                                                                |
| 1.05 p.m. to 1.20 p.m. " 15 min.     |                                                                |
| 1.20 p.m. to 1.35 p.m. " 10 min.     |                                                                |
| 1.35 p.m. to 1.50 p.m. " 15 min.     |                                                                |
| 1.50 p.m. to 2.05 p.m. " 10 min.     |                                                                |
| 2.05 p.m. to 2.20 p.m. " 15 min.     |                                                                |
| 2.20 p.m. to 2.35 p.m. " 10 min.     |                                                                |
| 2.35 p.m. to 2.50 p.m. " 15 min.     |                                                                |
| 2.50 p.m. to 3.05 p.m. " 10 min.     |                                                                |
| 3.05 p.m. to 3.20 p.m. " 15 min.     |                                                                |
| 3.20 p.m. to 3.35 p.m. " 10 min.     |                                                                |
| 3.35 p.m. to 3.50 p.m. " 15 min.     |                                                                |
| 3.50 p.m. to 4.05 p.m. " 10 min.     |                                                                |
| 4.05 p.m. to 4.20 p.m. " 15 min.     |                                                                |
| 4.20 p.m. to 4.35 p.m. " 10 min.     |                                                                |
| 4.35 p.m. to 4.50 p.m. " 15 min.     |                                                                |
| 4.50 p.m. to 5.05 p.m. " 10 min.     |                                                                |
| 5.05 p.m. to 5.20 p.m. " 15 min.     |                                                                |
| 5.20 p.m. to 5.35 p.m. " 10 min.     |                                                                |
| 5.35 p.m. to 5.50 p.m. " 15 min.     |                                                                |
| 5.50 p.m. to 6.05 p.m. " 10 min.     |                                                                |
| 6.05 p.m. to 6.20 p.m. " 15 min.     |                                                                |
| 6.20 p.m. to 6.35 p.m. " 10 min.     |                                                                |
| 6.35 p.m. to 6.50 p.m. " 15 min.     |                                                                |
| 6.50 p.m. to 7.05 p.m. " 10 min.     |                                                                |
| 7.05 p.m. to 7.20 p.m. " 15 min.     |                                                                |
| 7.20 p.m. to 7.35 p.m. " 10 min.     |                                                                |
| 7.35 p.m. to 7.50 p.m. " 15 min.     |                                                                |
| 7.50 p.m. to 8.05 p.m. " 10 min.     |                                                                |
| 8.05 p.m. to 8.20 p.m. " 15 min.     |                                                                |
| 8.20 p.m. to 8.35 p.m. " 10 min.     |                                                                |
| 8.35 p.m. to 8.50 p.m. " 15 min.     |                                                                |
| 8.50 p.m. to 9.05 p.m. " 10 min.     |                                                                |
| 9.05 p.m. to 9.20 p.m. " 15 min.     |                                                                |
| 9.20 p.m. to 9.35 p.m. " 10 min.     |                                                                |
| 9.35 p.m. to 9.50 p.m. " 15 min.     |                                                                |
| 9.50 p.m. to 10.05 p.m. " 10 min.    |                                                                |
| 10.05 p.m. to 10.20 p.m. " 15 min.   |                                                                |
| 10.20 p.m. to 10.35 p.m. " 10 min.   |                                                                |
| 10.35 p.m. to 10.50 p.m. " 15 min.   |                                                                |
| 10.50 p.m. to 11.05 p.m. " 10 min.   |                                                                |
| 11.05 p.m. to 11.20 p.m. " 15 min.   |                                                                |
| 11.20 p.m. to 11.35 p.m. " 10 min.   |                                                                |
| 11.35 p.m. to 11.50 p.m. " 15 min.   |                                                                |
| 11.50 p.m. to 12.05 p.m. " 10 min.   |                                                                |
| 12.05 p.m. to 12.20 p.m. " 15 min.   |                                                                |
| 12.20 p.m. to 12.35 p.m. " 10 min.   |                                                                |
| 12.35 p.m. to 12.50 p.m. " 15 min.   |                                                                |
| 12.50 p.m. to 1.05 p.m. " 10 min.    |                                                                |
| 1.05 p.m. to 1.20 p.m. " 15 min.     |                                                                |
| 1.20 p.m. to 1.35 p.m. " 10 min.     |                                                                |
| 1.35 p.m. to 1.50 p.m. " 15 min.     |                                                                |
| 1.50 p.m. to 2.05 p.m. " 10 min.     |                                                                |
| 2.05 p.m. to 2.20 p.m. " 15 min.     |                                                                |
| 2.20 p.m. to 2.35 p.m. " 10 min.     |                                                                |



## SPORT.

(Continued from Page 5.)

The only goal was scored in the first half by Halse, after West had missed his kick. Time after time the Sheffield goal was besieged, West hitting the post, heading on to the bar, and missing when right through, while Llewellyn saved often in the midst of scrammages. Merrell, who seems endowed with perpetual youth, was in particularly fine form for the winners.

**Bury win at Last.**  
At last Bury have won a match! They were at home to Woolwich Arsenal, and although the shooting of the forwards still leaves something to be desired, they won deservedly by three goals to one. Bury should maintain this improvement, for they are not so bad as their position in the table would seem to indicate.

A surprise goal in the first minute of the game gave Notts County the victory over Bolton Wanderers, for each side scored twice afterwards, and the losers, on the whole, were as good as their conquerors. Blackburn Rovers are still going well, and proved a little too good for Everton, while Middlesbrough maintained their position at Bradford, where they beat the City by the only goal scored. Sunderland got the odd one of the five goals that were registered in their match with West Bromwich Albion, while Aston Villa's victory over Preston North End gave them a useful lift in the table. Manchester City were well beaten by the Wednesday of Sheffield.

**The Second Division.**  
Goals were even more plentiful in the Second Division than in the First. Fulham alone collected nine from unfortunate Gainsborough Trinity who have so far won not a match.

Burnley's midweek defeat at Derby made no lasting impression on them, and they were very clever at Leeds, where they beat the City by five goals to one. Derby County were in one of their periodical scoring moods, and they also "went nut," Leicester losing being the victims.

Bradford had a very easy journey against Grimsby Town, but it was only by a goal that Hull City got the better of Chelsea, and a similarly narrow margin separated Barnsley and Nottingham Forest. Wolverhampton Wanderers shared with Leyton the distinction of winning on "foreign" soil, picking up a couple of valuable points at Stockport.

Though they scored three goals, Glossop nevertheless failed to open their winning account, for their opponents, Clapton Orient, also scored that number. All the same, it was quite a creditable performance on the part of the Derbyshire club. Birmingham put up a good fight at Huddersfield, and Bristol City were only beaten by a solitary goal at Blackpool.

**Northern Union.**  
After losing a couple of matches in succession the Australians were a bit keen about defeating Salford at Wigan on Saturday. They did so by six points to three after a finely contested match. The conditions were all against the players. Heavy rain had made the ground very soft, with the result that the ball soon became greasy and difficult to handle, while the men experienced great difficulty in maintaining a foothold. Several promising movements were cut short by men slipping at critical moments. The margin is to some extent flattering to the home, for the Colchids were on the attack for practically three-fourths of the game; but at the same time Salford are entitled to the credit of having kept their line from being crossed on more occasions than it actually was. The forwards were the mainstay of the side. Maybe they were not quite so clever in the loose as their opponents, but in the scrum they were a shade the better.

## LOCAL SPORT.

## HONGKONG FOOTBALL SHIELD.

A general meeting in connection with the Hongkong Football Shield was held yesterday afternoon at the Y.M.C.A., when a good number of enthusiasts put in an

appearance. In all seven clubs have entered teams for the competition and a good season is expected. The draw resulted as follows:—

**First Round:** H.M.S. Tamar v. K.O.Y.L.L. "A" team; K.O.Y.L.L. "B" team v. Royal Engineers; Hongkong Football Club v. H.M.S. Astron. The Naval Yard drew a bye.

**Second Round:** Winners of H.M.S. Tamar and "A" team of K.O.Y.L.L. match v. Winners of "B" team K.O.Y.L.L. and R.E. Winners of H.K.F.C. and H.M.S. Astron v. Naval Yard.

The first round is to be completed by January 20 and the following matches have already been arranged. In the event of any match being drawn on the completion of time, an extra 10 minutes will be played each way. All games are to start at 4 p.m.

On Jan. 13, H.M.S. Tamar meet the K.O.Y.L.L. "A" team on the naval ground, Mr. A. P. Storiel will act as referee. The other matches are:—K.O.Y.L.L. "B" team v. R.E. on the H.K.F.C. ground on Jan. 17, P. O. Humwicks referee; and on Jan. 20, H.K.F.C. v. H.M.S. Astron on the former's ground, Corpl. Smith acting as referee.

## FORTHCOMING REGATTA.

Training for the forthcoming regatta has commenced in earnest, and this morning four associated with the V.R.C. were very busy knocking the rust from their joints in the harbour. With favourable atmospheric conditions many teams will be seen in the early morning, practising in the harbour, between now and the regatta.

## R. H. K. Y. C.

## Club Races.

The fifth Club Race in each class was sailed on Saturday the 6th inst.

**Handicap class.**  
Course: Mark Quarry Bay (port) Channel Rocks (port) East Rocks Buoy (port) Mark Boat Quay Bay (port) Channel Rock (port) 8.7 miles.

Six boats competed, viz: Colleen, Dione, Iris, Rolla, Kathleen, Dorothea. The wind, from the N.W. at the start, was very light and variable in strength and direction. Colleen was favoured in her movements by good luck. Combined no doubt with Mr. Pollock's lengthy experience of this harbour in all sorts of weather, and established such a long lead early in the race as relieved her of further anxiety and gave her the pleasure of showing the rest of the fleet the way round the course. The times of finishing were:

**Actual time. Corrected time.**  
Colleen 4 45 48 4 40 43.1-2  
Dione 4 49 20 4 49 20  
Iris 4 57 30 4 57 30  
Rolla 4 57 58 4 55 47.1-2  
Kathleen 5 2 49 4 57 44.1-2  
Dorothea 5 9 12 5 3 24  
Marks: Colleen 21, Dione 17, Iris 16, Rolla 7, Kathleen 5, Dorothea 18.

**One Design Class.**  
Five boats started in this class, viz: Ailsa, Bonito II, Alannah II, Daphne, Raleyn. The course was Channel Rocks (port) East Rocks, Buoy (port) Kowloon Rock (Star) Channel Rocks (Star) 7.7 miles.

Ailsa again proved her capabilities and maintained her record by securing another win. Bonito II scores another 2nd with Alannah II 3rd, Daphne 4th and Raleyn 5th. The finishing times were:—

**Actual time. Marks.**  
Ailsa..... 4 5 47 30  
Bonito II..... 5 2 10 21  
Alannah..... 5 4 47 13  
Daphne..... 5 20 7 11  
Raleyn..... 5 28 50 5  
The Yachting Committee after careful consideration decided that under the special circumstances, Ailsa should not be disqualified in the 1st. Club Race.

**Dinghy Class.**  
Four boats started viz Joan, No. 5, Sprito and Haiyah. The course was Mark Boat Quay Bay (port) East Rocks Buoy (Star) No. 1 Dock Buoy (Star) Finish W. p. E. All the boats except No. 5 gave up. The marks to date are:

Joan..... 13  
No. 5..... 11  
Sprito..... 9  
Mephitophelia..... 4  
Haiyah..... 2  
The 6th Club Race will be sailed on Jan. 13.

## POST OFFICE.

Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

The Parcel Post system to the following places in China is for the present suspended:—Hankow, Szehwan, Hsuan, Kueichow and Tongzueh.

## MAILS DUE.

American, Shingai Maru, 10th inst.  
German, Goeben, 11th inst.  
American, Siberia, 19th inst.  
American, China, 23rd inst.

## MAILS CLOSE.

Hankow and Hsuehping (taking Mails for Pakhoi)—Per Sunghang, 10th Jan, 10 a.m.

**Australian Mail.**  
Manila, Cebu, Iloilo, Timor, Port Darwin, Thursday Islands, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle—Per Empire, 10th Jan, 10 a.m.

**EUROPE, &c., VIA TUTORIN.** (Late Letters 11.00 a.m. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Prinz Ludwig, 10th Jan, 11 a.m.

**MASS.**—Per Sui Tai, 10th Jan, 1.15 p.m.

**Shanghai, Kobe and Moji.**—Per Japan, 10th Jan, 2 p.m.

**Shanghai, Penang and Calcutta.**—Per Yachting, 10th Jan, 2 p.m.

**Manila, Mangarin, Iloilo and Cebu.**—Per Zafra, 10th Jan, 3 p.m.

**Singapore, Penang and Colombo.**—Per Syria, 10th Jan, 3 p.m.

**Nagasaki, Moji, Kobe and Yokohama.**—Per Ajax, 10th Jan, 3 p.m.

**Swatow, Amoy and Foochow.**—Per Changchow, 10th Jan, 3 p.m.

**Swatow, Amoy and Foochow.**—Per Haiching, 11th Jan, 10 a.m.

**Manila.**—Per Sui Tai, 11th Jan, 1.15 p.m.

**Shanghai.**—Per Chenan, 11th Jan, 3 p.m.

**Singapore, Penang and Calcutta.**—Per A. Apat, 12th Jan, 10 a.m.

**Swatow.**—Per Haimun, 12th Jan, 10 a.m.

**Shanghai, Nagasaki, Kobe, Yokohama, Honshu and San Francisco.** (Siberian Mail to Europe)—Per Korea, 12th Jan, 11 a.m.

**MASS.**—Per Sui Tai, 12th Jan, 1.15 p.m.

**Singapore, Penang and Bombay.**—Per Capri, 13th Jan, 11 a.m.

**Kobe and Moji.**—Per Tjiliwang, 13th Jan, 1 p.m.

**Manila (taking Mails for Cebu and Iloilo).**—Per Yueniang, 13th Jan, 1 p.m.

**MASS.**—Per Sui Tai, 13th Jan, 1.15 p.m.

**Shanghai, Singapore and Penang.**—Per Sui Tai, 13th Jan, 1.15 p.m.

**Swatow, Amoy and Foochow.**—Per Haimun, 14th Jan, 9 a.m.

**MASS.**—Per Sui Tai, 14th Jan, 1.15 p.m.

**Swatow.**—Per Haimun, 14th Jan, 10 a.m.

**Shanghai, Kobe and Moji.**—Per Namsang, 14th Jan, 11 a.m.

**Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle.**—Per Kumano Maru, 19th Jan, 11 p.m.

**EUROPE, &c., INDIA VIA TUTORIN.** (Late Letters 11.00 a.m. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Calcedonien, 16th Jan, 11 a.m.

**Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle.**—Per Kumano Maru, 19th Jan, 11 p.m.

**EUROPE, &c., INDIA VIA TUTORIN.** (Late Letters 11.00 a.m. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Calcedonien, 16th Jan, 11 a.m.

**Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle.**—Per Kumano Maru, 19th Jan, 11 p.m.

**EUROPE, &c., INDIA VIA TUTORIN.** (Late Letters 11.00 a.m. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Calcedonien, 16th Jan, 11 a.m.

**Manila, Cebu, Iloilo, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle.**—Per Kumano Maru, 19th Jan, 11 p.m.

**EUROPE, &c., INDIA VIA TUTORIN.** (Late Letters 11.00 a.m. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)—Per Calcedonien, 16th Jan, 11 a.m.

**Manila, Mangarin, Iloilo, and Cebu.**—Per Rabi, 20th Jan, 8 p.m.  
Singapore, Penang and Calcutta.—Per F. G. Kang, 23rd Jan, 11 a.m.

**Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver (B.C.)** Siberian Mail to Europe.—Per Empire of India, 23rd Jan, 5 p.m.

**Shanghai, Nagasaki, Kobe, Yokohama, Honolulu, and San Francisco.**—Per Siberia, 27th Jan, noon.

## VESSELS IN PORT.

**STEAMERS.**  
Arrived: Apat, Br. s.s., 2,981, F. H. Hudson, 8th Jan.—Moji 3rd Jan. Coal and Gen.—D. S. & Co.

Ashikubi, Br. s.s., 4,526, Y. Harling, 5th Jan.—San Francisco, Karantina oil.—S. O. Co.

Chihli, Br. s.s., 1,241, F. McGahey, 5th Jan.—Canton 4th Jan. Gen.—B. & S.

Clara Jensen, Ger. s.s., 1,193, A. Ulders, 7th Jan.—Pakhoi and Hsuehping 5th Jan.—Gen.—J. & Co.

Empress of India, Br. s.s., 5,940, E. Beetham, 8th Jan.—Vancouver 14th Dec. and Shanghai 2nd Jan. Mails and Gen.—O. P. R. Co.

Empire, Br. s.s., 2,313, George, 7th Jan.—Kobe 2nd Jan. Gen.—G. L. & Co.

Finch, Br. s.s., 838, T. A. Kyle, 7th Jan.—Cebu 3rd Jan. Gen.—Chinese

Haidia, Nor. s.s., 1,006, G. Solberg, 8th Jan.—Bangkok and Swatow 7th Jan. Gen.—C. S. S. N. Co.

Japan, Br. s.s., 3,806, A. Stewart, 6th Jan.—Singapore 9th Dec. Gen.—D. S. & Co.

Korea, Am. s.s., 5,661, J. W. Fisher, 2nd Jan.—San Francisco via Ports 6th Dec. Mail and Gen.—P. M. S. S. Co.

Koraplan, Chi. s.s., 1,468, B. H. Pratt, 6th Jan.—Shanghai 3rd Jan. Gen.—C. M. S. N. Co.

Laertes, Br. s.s., 1,840, C. E. Page, 4th Jan.—Saigon 30th Dec. Gen.—Wo Fat Sing.

Locks, Ger. s.s., 1,020, W. Tombert, 29th Dec. Coal.—B. & S.

Loosak, Ger. s.s., 1,014, G. Schmitzen, 1st Jan.—Bangkok—24th Dec. Rice.—B. & S.

Loat, Br. s.s., 3,876, R. Olegg, 20th Dec.—Liverpool at 1 Singapore 23rd Dec. Gen.—D. & Co.

Petchaburi, Ger. s.s., 1,378, O. Zamin, 8th Jan.—Molloy 7th Jan. Gen.—B. & S.

Pitsaguk, Ger. s.s., 1,207, D. Rotmers, 1st Jan.—Bangkok 23rd Dec. Gen.—B. & S.

Rajabadi, Br. s.s., 1,104, C. Wolf, 1st Jan.—Singapore 24th and Hsuehping 31st Dec. 1911.—B. & S.

Splendid, Nor. s.s., 897, Melsam, 4th Jan.—Pakhoi 2nd Jan. Ballast.—T. & Co.

Samsen, Ger. s.s., 998, R. Polersen, 7th Jan.—Bangkok and Swatow 6th Jan. Gen.—B. & S.

Sunghang, Br. s.s., 947, H. Mathias, 6th Jan.—Hsuehping and Hsuehping 6th Jan. Rice.—B. & S.

Talontse, Fr. s.s., 615, Grillon, 6th Jan.—Port Wallat, Coal.—Order.

Tean, Br. s.s., 1,846, A. W. Outen, 7th Jan.—Manila 2nd Jan. Gen.—B. & S.

Tjiliwang, Dutch s.s., 3,001, J. B. van Dam, 7th Jan.—Bengal 11 a.m.

Batavia, Mabassar, and Surabaya 28th Dec. Gen.—J. C. J. L.

Uganda, Br. s.s., 2,789, W. B. Gow, 3rd Jan.—Fremantle 12th Dec. Sundalwood.—J. M. & Co.

Westfold, Nor. s.s., 1,170, Bertelsen, 29th Dec.—Salon—24th Dec. Gen.—O. & B. N. & Co.

Yachting, Br. s.s., 1,434, S. J. Payne, 31st Dec.—Canton—30th Dec. Ballast.—J. M. & Co.

Yueniang, Br. s.s., 1,128, P. H. Roll, 1st Jan.—Manila—29th Dec. Gen.—M. & C.

Zafra, Am. s.s., 2,459, M. C. Smith, 8th Jan.—Manila 4th Jan. Gen.—S. T. & Co.

January 8th at 10 a.m. 4 p.m.

Temperature 20.1° 81.06

Humidity 84 89

Rain 0.01

## SHIPPING NEWS.

## ARRIVALS.

Gothio, Br. s.s., 2,462, P. Walterworth, 8th Jan.—Burry Dock, Coal—Order.

Kent, Br. s.s., 9,800, A. T. Hunt, 8th Jan.—from Manila.

Catherine Apat, Br. s.s., 1,780, L. O. Townsend, 6th Jan.—Singapore 3rd Jan. Gen.—D. S. & Co.

Loong Sang, Br. s.s., 1,092, Leak, 9th Jan.—Manila 6th Jan. Gen.—J. M. & Co.

Survior, Br. s.s., 4,011, F. S. Cowley, 9th Jan.—Manila 6th Jan. Gen.—Bank Line.

Prinz Ludwig, Ger. s.s., 5,888, F. V. Binzer, 9th Jan.—Yokohama 30th Dec. Mail and Gen.—M. & Co.

Haiching, Br. s.s., 1,353, W. C. Pannor, 7th Jan.—Swatow 6th Jan. Gen.—D. L. & Co.

Sushu Maru, Jap. s.s., 1,119, K. Sugawa, 9th Jan.—Canton 8th Jan. Gen.—O. S. R.

Tung Wah, Chi. s.s., 746, Newberg, 9th Jan.—Chefoo 2nd Jan. Gen.—C. M. S. N. Co.

Chiyuen, Chi. s.s., 1,177, Jameson, 9th Jan.—Shanghai 6th Jan. Gen.—C. O. M. S. N. Co.

Carmathenshire, Br. s.s., 2,931, R. Daint, 9th Jan.—London 25th Nov. Gen.—J. M. & Co.

Capri, Ital. s.s., 2,717, P. Figaric, 9th Jan.—Bombay and Singapore 31st Dec. Gen.—C. & Co.

Halvard, Nor. s.s., 1,066, O. Andersen, 9th Jan.—Bangkok via Hsuehping 7th Jan. Rice and Gen.—C. & S. N. Co.

Signal, Ger. s.s., 907, J. Iversen, 8th Jan.—Swatow 9th Jan. Gen.—J. & Co.

Triumph, Ger. s.s., 760, W. Langschwager, 9th Jan.—Haiphong and Hsuehping 6th Jan. Rice and Gen.—J. & Co.

**CLEARANCES AT THE HARBOUR OFFICE.**  
Canada-maru, for Victoria, Sochi-maru, for Amoy, Hsuehping, for Swatow, Loongchow, for Hongkong, Uganda, for Shanghai, Byron Ballou, for Calcutta, Chiyuen, for Canton, Suichong, for Kwangchow, Prinz Ludwig, for Hamburg, Pitsaguk, for Singapore, Ashikubi, for Shanghai, Waiching, for Shanghai, Carmathenshire, for Vladivostok.

**DEPARTED.**  
Jan. 9.  
Canada-maru, for Tacoma, Prinz Waldemar, for Yokohama, Hsuehping, for Saigon, Chiyuen, for Canton, Kinliang, for Swatow, Kaifong, for Hsuehping, Tjiliwang, for Shanghai, Hopang, for Hongkong, Carl Dierleisen, for Haiphong, Randaw, for Nagasaki, Siam, for Yokohama via Shanghai, Petersen, for London, Induna, for Vladivostok.

**PASSENGERS ARRIVED.**  
Per s.s. O. Apat, arrived 9th Jan. from Singapore:—  
Lohr, J. Smith, Mac'o-J.  
Smith, Rev. J.  
Per Loongchow, arrived 9th Jan. from Manila:—  
Bonner, Mrs. Swain, Yoland  
Per s.s. Prinz Waldemar, arrived 9th Jan. from Yokohama:—  
Ayano, K. Feus  
Brandenstein, Mrs. Kleit, Von Simon  
Rissard, Katimkol, M. Rissard  
Callo, O. L. Yuen Kam-kong  
Dudley, Mrs. Shono, S.

**SHIPS PASSED THE CANYAL.**  
17th Dec.—Carmathenshire, Sochi-maru, Tangu Maru. 19th Dec.—Ambris, Bendorn, Himalaya, Onis, Sochi-maru. 23rd Dec.—Alcorno, Alcorn, Marn, Erroll, Goeben, Princess Alice, Schuen, Sydney, Protellana, Seneca. 29th Dec.—Archilles, Antenor, Cayloa, Flint-hire, Chamorgenshire, Kamo Maru, Kamaga, Namar, N's Pancha, Specie, Theosia, Tourane, Vandelja, Barna. 31st Dec.—2nd Jan.—Dorling, Lintea, 5th Jan.—Bengal. 1st Jan.—Lentia, Ernest Simons, Hsuehping, Maru, Ron, Vorne, Rhens. Arrival at Home—12th Dec., Brannar, 19th Dec. Dumber, Sangamita, 23rd Dec.—Austria, Bayern, St. Patrick, Neger, 23rd Dec.—Juno Maru, Alcorn, Marn, Onis, Princess Alice. 3rd Jan.—Nagasaki, Alcorn, 6th Jan.—Sagami, Tourane.

## Mail.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

| STEAMERS              | TO SAIL ON | REMARKS              |
|-----------------------|------------|----------------------|
| LONDON & ANTWERP      | 10th Jan.  | Freight and Passage. |
| SEANGHAI              | 10th Jan.  | Freight only.        |
| MOJI, KOBE & YOKOHAMA | 10th Jan.  | Freight and Passage. |
| SEANGHAI              | 10th Jan.  | Freight and Passage. |
| LONDON, VIA           | 10th Jan.  | See Special.         |
| USUAL PORTS OF        | 10th Jan.  | Advertisements.      |

For Particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 8th January, 1912.

## NORDDEUTSCHER LLOYD.

## PREMIER.

## IMPERIAL GERMAN MAIL LINES.

| For                                                                | STEAMERS                                    | TO SAIL ON                         |
|--------------------------------------------------------------------|---------------------------------------------|------------------------------------|
| NAPLES, GENOA, ALGIER, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG | "Prinz Ludwig" 10,800<br>Capt. P. O. Benzer | WEDNESDAY, 10th January, at Noon.  |
| SHANGHAI, TSINGTAU, KOBE and YOKOHAMA                              | "Goeben" 17,800<br>Capt. A. Ahlborn         | THURSDAY, 11th January, at Noon.   |
| MANILA, YAP, MARON, SAMAR, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE | "Prinz Waldemar" 10,100<br>Capt. H. Benzer  | SATURDAY, 27th January, at 10 a.m. |

**RUPAT & SANDAKAN.** "Ronne" 5,000  
Capt. F. Sembill. Middle of January.

All the steamers of the Imperial Line are fitted with Wireless Telegraphy. New System of Telephony.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD.

## MELCHERS &amp; CO.,

GENERAL AGENTS, HONGKONG and CHINA.

## Shipping-Steammers.

## DOUGLAS STEAMSHIP CO. LD.

## Hongkong-South China Coast Ports.

Highest Class, Fast